

SOUTHRAILNEWS

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VOL. I

No. 11

FEBRUARY 1955

Editor :

T. S. PARTHASARATHY

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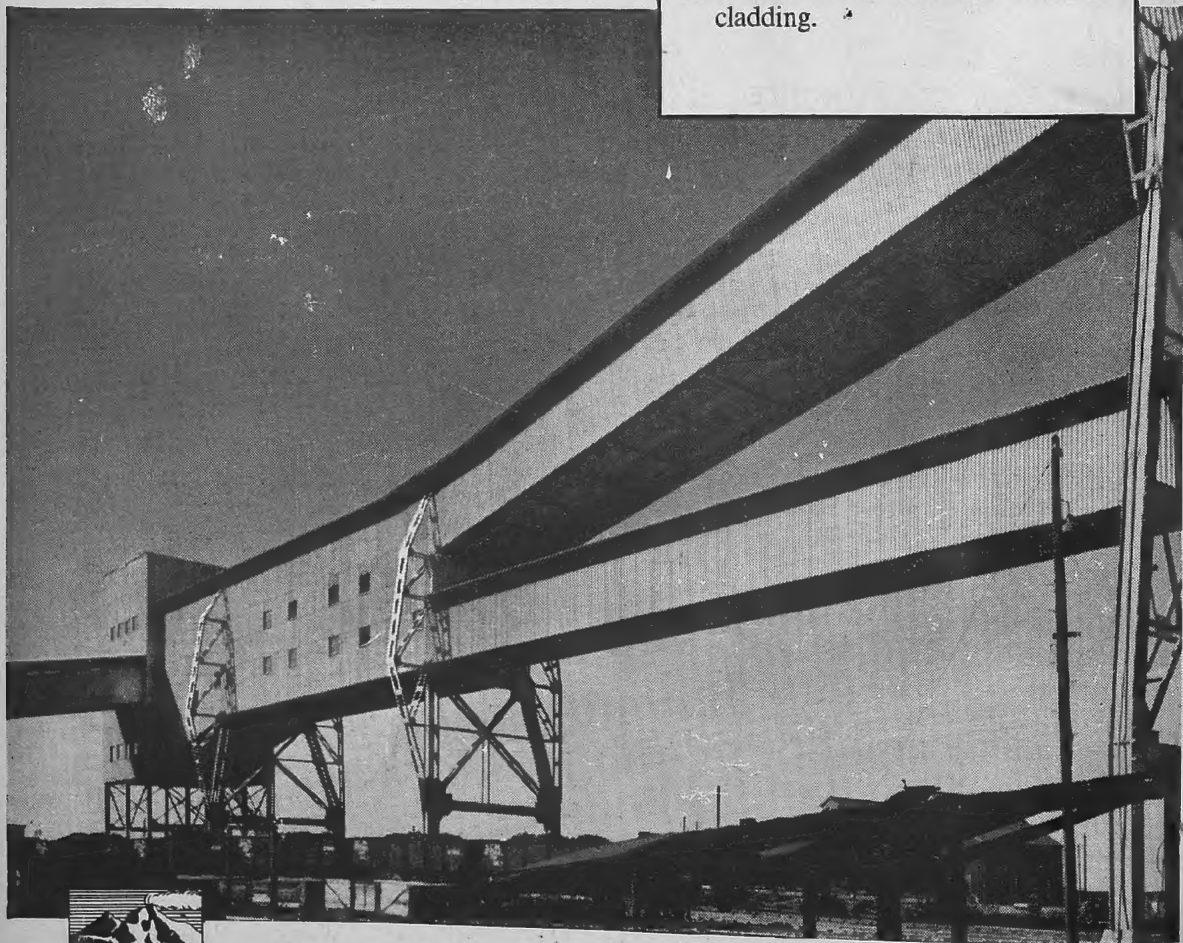
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SOUTHERN RAIL NEWS

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A MOMENTOUS CONGRESS SESSION

ALL eyes were turned towards Avadi and all roads led to Satyamurtinagar during the third week of last month when the Diamond Jubilee Session of the Indian National Congress was held in this picturesque suburb of Madras. Even before the Session commenced, our Prime Minister had expressed the hope that it would "be a landmark not only for the Congress but in the country's history also and would give a lead which would energise the country and bring all people of goodwill to the task of building up a new India." The Session fulfilled his expectations in every respect.

The fact that India, during the first seven years of her freedom, had tackled her responsibilities and problems of great magnitude with phenomenal success has been handsomely acknowledged by world opinion. In its annual review and forecast of world trade and commerce, the 'New York Times' recently wrote that India was entering

the year 1955 "in a mood of confident optimism" as a result of gains recorded in virtually all fields of national development during 1954. While taking note of this happy turn of events, the Congress made a decisive, nay, historic change of direction by adopting resolutions favouring a socialist pattern of society and a socialist economy. Pandit Nehru, the outgoing Congress President, pointed out that while a Welfare State might be realized without achieving a socialist pattern of society, there could be no Socialism without a Welfare State. He added that for many reasons India wanted both a Welfare State and a socialistic pattern of society. It is the responsibility of all men of goodwill to make the common people the real participants of this decision which so vitally concerns them.

Out of the nearly half a million visitors who attended the Session, more than three lakhs were transported by the Southern Railway, a record which is not likely to be superseded.

A SANGUINE PICTURE

Sri G. Pande, who assumed charge as Chairman of the Railway Board from October 1, 1954, lost no time in reviewing the present working of the Indian Railways and giving a clear analysis of the current position at a Press Conference he held recently at New Delhi. It will be recalled in this connection that Sri Badhwar, his predecessor, had made it a point periodically to publish illuminating analyses of the functioning of our Railway System.

His opening statement that the passenger traffic on Indian Railways was now showing an upward trend would have been received with great satisfaction by both railwaymen and the tax-payer alike : by the former because the increase in earnings means an era of prosperity for our Railways and by the latter, on account of the fact that the Railways' contribution to the general revenues will be more substantial than in the past. The downward trend in passenger earnings which had been in evidence since 1951-52, was somewhat disquieting and the fact that it had been arrested will be received with a sense of relief by all students of Railway finance.

The passenger earnings from April 1 to November 30, 1954 had recorded an increase of Rs. 1.53 crores over the corresponding period of the previous year while goods earnings showed an increase of Rs. 2.68 crores compared with the previous period. The increased earnings and better traffic position could be attributed probably to the improved economic activity in the country. Since the remaining months of the budget year are also busy months, the trend is likely to be main-

tained. The figures, however, represent only the gross earnings and it would be difficult to estimate at present the net surplus.

Passenger train miles had steadily increased by three to four per cent every year and overcrowding had been greatly eliminated. Periodical census of passengers travelling in trains was being taken on all Railways with a view to determining whether further measures were required to relieve the pressure on certain trains.

As the Railway Minister told the Parliament some time ago, while there might not be any major changes in the rates, there might be some adjustments and rationalisation. Orders have been issued to redesignate the existing classes on Railways from April 1. The present Second Class would be renamed First Class and the present Inter Class as Second Class. Subject to slight adjustments, the new First Class would be charged at existing Second Class rates and the new Second Class at existing Inter Class rates. The abolition of the Inter Class in the sense of having only two classes (besides the air-conditioned) was the long-term objective depending on the increased provision of amenities to the Third Class passengers.

It is a matter for pride to Indian railwaymen that in the carriage of goods, all records since Independence have been broken. The total loading during the second half of 1954, upto November, was the highest since partition. Compared to the previous year, on the broad gauge, the percentage of increase in loading was 4.9 and on the metre gauge 5.5. Besides improving transshipment at the existing

points, additional transshipments have also been arranged at certain points to increase movement of goods. Prior to the commencement of the busy season, which has been earlier this year, arrears had largely been liquidated with the exception of traffic required to be moved over the Assam rail link and for destinations in the South via Bezwada. Increased movements via Bezwada would depend on the use of heavier locomotives which were awaited but the problem was likely to be solved earlier than was thought before. While the work of improving marshalling facilities at Bezwada was in hand, as a result of certain immediate measures, the Bezwada-Madras capacity would be stepped up by about 60 to 70 wagons per day. The increased capacity of the section would be roughly 400 wagons.

To speed up long-distance goods movement, Express goods trains had been introduced now on all main track routes, namely, Bombay - Madras, Bombay - Shalimar, Bombay - Delhi, Madras-Shalimar and Delhi-Howrah. These trains would run to fixed schedules and a close check would be maintained by every Railway on the transit time of traffic moving between certain specific important points, both in wagon-loads and as "smalls."

Chittaranjan's original target of production has already been exceeded and the 200th locomotive will roll out this week. The new target for Chittaranjan is 200 average size locomotives and 100 boilers per annum. When this is achieved, Chittaranjan will turn out every 36 hours a complete new locomotive.

The concluding portion of the Chairman's review, which is full of optimism for the future, detailed the intensive drive that had been instituted to check ticketless travel and the creation of the post of a Deputy General Manager on each Railway exclusively to look after the work in connection with passenger amenities.

PERFUMED PEREGRINATION

Even the Indian Railway Ministry, which is perhaps second to none in its anxiety to provide more amenities to rail passengers, will, we are afraid, hesitate to emulate the Paris Underground Railway, which, tired of complaints that the air down there is stuffy, is fitting up trains with sprays that will squirt perfume over stations when they stop. A disinfectant will be mixed with the scent. Travellers will have plenty of variety, for each line will have a different perfume. One section of the railway has been allotted Eau de Cologne and in other places, rose, lemon and pine will be used.

An unconfirmed report says that the authorities of the Underground railway have strongly repudiated the suggestion that the new measure is designed to use up the unsold stocks of French perfumers. They are reported to have maintained that although they run an underground railway, they have no underhand dealings and the new olfactory amenity is completely above board. Our Paris correspondent forecasts that French underground passengers will in future be led by their noses and time-tables may contain instructions like "Follow the Eau de Cologne line and change at Lavender junction."

STUDENTS' CONCESSION

School and College Students in parties of not less than four (excluding attendants), are entitled to concessional fares for travelling to an examination centre, and for journeys from their home town to their institutions and vice versa. Such concession is admissible only on production of a certificate signed by the head of the institution. Concession Tickets are also issued to students' parties not less than 10 in number, for educational tours.



For full particulars please apply to the nearest Divisional Superintendent, or the Chief Commercial Superintendent, Northern Railway, Baroda House, New Delhi.



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RAILWAY ACCIDENTS ENQUIRY REVIEW COMMITTEE

DRASTIC changes in the existing methods of railway inspection and enquiry into railway accidents, purchase of railway stores directly by railways, and speedy and deterrent action to deal with staff offences endangering public safety, are reported to have been recommended by the Railway Accidents Enquiry Review Committee which submitted its report to the Government recently.

The Committee, under the chairmanship of Sri Shah Nawaz Khan, Parliamentary Secretary to the Minister for Railways, was set up at the instance of the National Railway Users' Consultative Council to review the incidence of railway accidents in the country and the measures to deal with them.

The Committee is understood to have expressed the opinion that there is no cause for alarm regarding the incidence of accidents on Indian Railways and was satisfied that "prompt and reasonably effective steps" were being taken by the authorities to deal with every aspect of the matter.

The Committee's report is now under the consideration of the Government. But it is likely that the drastic step of abolishing the Government Railway Inspectorate, suggested by the Committee, might not be accepted by the Government.

While enquiries into minor railway accidents should also be held by the railways, major railway accidents should be enquired into by judicial authorities assisted by competent technical assessors as is the practice in respect of air and road accidents.

The Committee is understood to feel that high standards of maintenance, operation and quality could only be built by competent workmen using good material under helpful and intensive supervision. Towards this end, internal tests, checks and quality control measures on railways should be overhauled and strengthened.

There should be high standards of train examination at suitable intervals rather than the present practice of dispersing resources and spending more time on a greater number of less thorough examinations at every interchange point. Train examination in its various aspects, the Committee is understood to feel, is at present the weakest link in the safety chain on railways.

The Committee has also stressed the need for swift penalties for negligence by staff as a deterrent for offences against safety. They are reported to have said that railways should distinguish between staff offences endangering public safety or public property and other offences. Speedy and severe deterrent action should also be taken to deal with the former class of offences. In such a matter, the Committee has expressed the hope that the railway unions will also co-operate with the authorities.

PROGRESS OF PASSENGER AMENITIES ON RAILWAYS

A meeting of the special Deputy General Managers in charge of passenger amenities on the six zonal railways was held here to-day to review the progress made in providing passenger amenities and to draw up a line of action for the future. It will be remembered that these special posts were created a few months ago to accelerate work in this direction.

Sri K. B. Mathur, Member (Traffic) Railway Board, who inaugurated the meeting, said that an honest effort was being made to remove the disabilities of railway passengers, particularly those travelling in the lower classes, who for so long had a feeling that they were not being looked after. Both

from the human and the business point of view it was the first duty of railwaymen to make travel more comfortable and attractive and to remove the present difference in the amenities enjoyed by various classes of passengers.

Sri Mathur said that even though there were practical limitations, certain minimum amenities must be provided on all the railways. These included clean lavatories and bath rooms, sufficient quantities of clean drinking water, good food at reasonable prices, particularly for lower class passengers etc. He disclosed that instructions had been issued that every second class carriage should be fitted with proper reading lights, shower baths, wash basins and mirrors.

Sri K. B. Mathur (right) and Sri S. M. Hasan, the respective leaders of the Indian and Pakistan delegations signing the agreed minutes at the conclusion of the Indo-Pakistan railway talks



Expenditure on public amenity works, he said, should be judiciously allocated and attention should be concentrated on achieving results in the shortest time possible. Modest results in a short period were preferable to grandiose schemes which materialized after several years. A spirit of service should be inculcated in all railway staff dealing with the public and severe notice should be taken of cases of discourtesy shown to passengers.

UNDIVIDED RAILWAY STORES

A decision to give India and Pakistan the right to own the undivided railway stores located within the territory of each country is understood to be one of the major results of the meetings of the Indo-Pakistan Stores Committee and the Indo-Pakistan Standing Committee for Railways which concluded at New Delhi recently.

A press communique issued by the Railways Ministry in this connection said: "Satisfactory decisions were reached practically on all outstanding matters."

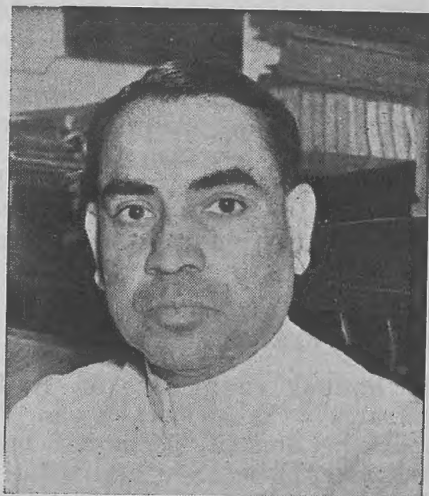
MADHOPUR-KATHUA RAILWAY LINK

The Railway Board has sanctioned a preliminary engineering and traffic survey for the extension of the broad gauge railway line on the Northern Railway from Madhopur to Kathua via Lakhanpur.

The new line, when completed, is expected to expedite the movement of goods to Jammu and Kashmir State.

ELECTRIFICATION OF THE MADRAS-CHINGLEPUT LINE

"The electrification of the suburban railway up to Chingleput is now under the active consideration of the Union Government and a decision can be expected very soon," said the Union Deputy Minister for Railways, Sri O. V. Alagesan, in an interview to press correspondents recently at Madras.



Consequent on Sri H. P. Hira, proceeding on leave preparatory to retirement, Sri M. N. Chakravarti has assumed charge as General Manager of the Central Railway. Sri M. N. Chakravarti was born on March 6, 1904. After having attended the Allahabad University, he joined the former North Western Railway as a Probationary Assistant Transportation (Traffic) Officer. In December, 1936, he entered the Senior Scale and thereafter worked in various capacities as Divisional Transportation Officer, Divisional Commercial Officer, and Senior Assistant, Rates. While an Assistant Rates Officer he perfected the system of Rates Registers on the North Western Railway—a system which was extended to other railways later on. Early in 1943, Sri Chakravarti was transferred to Karachi as Divisional Transportation Officer, where he was responsible for heavy military movements from Karachi to the Eastern frontiers of India. In August 1946, he became Superintendent, Walton Training School, Lahore Cantt. Two months later the Railway Board appointed him Officer on Special Duty in connection with the work of the Indian Railway Inquiry Committee whose Secretary he became in April, 1947. As Secretary of the Committee Sri Chakravarti gained intimate knowledge of the various Departments of the Government Railways. On completion of this work he was appointed Officer on Special Duty (Railway Board) to progress the implementation of the various recommendations of the Committee, and he continued in this position until June, 1949, when he was appointed as Chief Director of Movement in the Ministry of Food and Agriculture. His services in rationalising all movements of food grains in the country, together with his assistance in the formulation of a basic plan for food distribution throughout India during the recent near-famine conditions have received high public appreciation. On July 6, 1952, Sri Chakravarti was transferred from the Ministry of Food to the Eastern Railway as Senior Deputy General Manager, where he worked till his posting as Director of the Efficiency Bureau, Railway Board, which was set up as a result of the Hon'ble Minister's Budget Speech in February, 1953. He held this post till the time of his promotion as the General Manager of the Central Railway.

He added that certain alternative suggestions had been received from the State Government in this regard and they were also being considered by the Union Government.

He said that a preliminary traffic survey was now being held for the construction of the proposed Bangalore-Salem railway link. The matter would come up for discussion after the survey was finished.

RAILWAY MAGISTRATES

The annual conference of Railway Magistrates (Honorary) was held towards the end of December last at the offices of the Southern Railway. A large gathering was present.

Sri R. Nagaraj of Madurai welcomed the gathering and Sri C. Venkatachariar of Coimbatore read the annual report and requested Sri C. Subramaniam, Finance Minister of Madras, to inaugurate the conference. The Minister spoke in appreciative terms of the work done by Railway Magistrates.

Sri P. Ramakrishnan, Chief Presidency Magistrate, referred to the working of the Honorary Magistrate system in England and India and acknowledged the work of the Railway Magistrate in disposing of about two lakhs cases per year in the city.

Sri S. Parthasarathy Ayyangar, Commissioner of Police, also spoke praising the good work done by the Honorary Magistrates.

TOURIST CENTRES IN ANDHRA

The Andhra Government has suggested that Tirupati, Visakhapatnam, Lepakshi, Amaravati and Nagarjunakonda should be developed as centres for tourist traffic, to be financed from out of the Rs. 4 crore short-term plan prepared by the conference of States and Union representatives held at Delhi recently.

Andhra's suggestion is that the development of the above centres should be taken up in two stages, Tirupati and Visakhapatnam to be developed in the first stage and Lepakshi, Amaravati and Nagarjunakonda in the second stage, both to be completed before the end of the first Five Year Plan period.

FOUR CRORE PLAN FOR DEVELOPMENT OF TOURISM

A 4-crore-rupee short-term plan for the development of over 40 tourist centres all over the country was drawn up by the Conference of State Representatives and Union Ministries concerned which concluded at New Delhi on the 20th December, 1954. The Conference was convened to consider ways and means of promoting and developing tourism in the country.

Under this short-term plan, roads connecting tourist centres will be improved and new roads will be provided where no communications are in existence at present at an estimated cost of Rs. 3.25 crores. Accommodation facilities will be improved by building new Rest Houses and improving the existing ones. This is estimated to cost Rs. 23 lakhs. The deficiencies of transport will be filled by the provision of two new landing grounds and improvement of existing air strips at a cost of Rs. 9 lakhs and the provision of additional road transport facilities which is expected to cost Rs. 3.55 lakhs. Provision has also been made for opening new Tourist Bureaus.

The Conference agreed that the short-term plan should be executed with the utmost speed so that its completion would coincide with the end of the First Five Year Plan. The State Governments would send in their estimates for the different schemes shortly. Proposals for a programme for tourism in the Second Five Year Plan would be sent by the States early next year.

Prominent among the centres to be developed under the short-term plan are Mercara in Coorg ; Aurangabad and Ajanta-Ellora in Hyderabad ; Pahalgam and Sonamarg in Kashmir ; Mandu, Bagh Caves and Shivpuri in Madhya Bharat ; Madurai, Rameswaram, Kanchipuram and Mahabalipuram in Madras ; Belur, Halebid, Hampi, Jog Falls, Shravanbelgola and game sanctuaries in Mysore ; Udaipur and Chitorgarh in Rajasthan ; Junagarh and Somnath in Saurashtra, the Kulu Valley in the Punjab, the Periyar Sanctuary in Travancore - Cochin, Nainital and Kasia in Uttar Pradesh, Khajuraho in Vindhya Pradesh, Darjeeling, Digha and Santiniketan in West Bengal, and Jorhat in Assam.

Among the roads to be provided or improved are those between Borivli and Kanheri Caves, Chowk to Matherran and Sholapur to Bijapur in Bombay, Delhi to Suraj Kund in Delhi, Dalhousie to Khajjiar in Himachal Pradesh, Aurangabad to Ajanta-Ellora in Hyderabad, Gujarati to Mandu in Madhya Bharat, Tripali to Konarak and Bhuvaneshwar to Puri in Orissa, Calcutta to Digha and Kharagpur to Digha in West Bengal.

Transport facilities would be improved to enable tourists to visit centres like Mandu, Mount Abu, Budh Gaya, Sevagram, Hospet, Hampi and Shivpuri.

The Conference decided that there should be co-ordination between the Centre and the States regarding publication of tourist literature. It was decided that the Centre would circulate every year its publicity programme to the States and Regional Meetings should be held to co-ordinate its programme with the programme of different States. A proposal was also made that a fifth Tourist Office in addition to those functioning at Delhi, Bombay, Calcutta and Madras should be opened to serve the four States of Madhya Pradesh, Madhya Bharat, Vindhya Pradesh and Rajasthan.

Regarding accommodation in Rest Houses for tourists, the Conference felt that a foreign visitor holding a tourist introduction card should be able to get accommodation at very short notice. Some States have already agreed to this while others are examining the possibility of implementing the proposal. The suggestion made by a State representative that the new Rest Houses to be built under the programme should be earmarked for the use of tourists under the control of the Tourist Offices was also adopted by the Conference.

Some of the States which have palaces belonging to the former princely States were asked to study the possibility of converting these palaces into Guest Houses for tourists. It was pointed out that some of the States had already implemented the suggestion.

Regarding internal tourism the Conference decided that the problem would be examined in terms of tourist traffic to religious centres and tourist traffic in respect of holidays for youths and workers.

Regarding the training of tourist guides it was stated that the centres would extend all facilities to the States for training candidates sponsored by the State Governments in the Tourist Guide Training Courses conducted at the four Regional Tourist Offices. If necessary, another Centre could be opened elsewhere. It was also felt that an approved list of shopping centres should be maintained by the State Governments to eliminate unhealthy practices adopted by some dealers in curios. It was pointed out that this system was in force in some places already.

SCOUTING ON RAILWAYS

Scouting on the Indian Railways is to be re-organised under the Bharat Scouts and Guides.

The national headquarters of the Bharat Scouts and Guides have agreed that the Indian Railways may form State Associations as a branch of the Bharat Scouts and Guides on each of the railway zones, on conditions similar to those applicable to other State Associations.

The Railway Board, in consultation with the National Executive Committee of the Bharat Scouts and Guides, have nominated Sri S. L. Kumar, Director of the Railway Testing and Research Centre at Lucknow, as an Honorary Organising Commissioner (Indian Railways).

Scouting organisations at present exist on each of the zonal Railways, but they are not affiliated to the Bharat Scouts and Guides.

REPORT OF INDIAN RAILWAY DELEGATION TO EUROPE

The three-man Indian Railway Delegation, which undertook a study tour of Soviet and certain other European Railways last year has made certain recommendations in a report submitted to the Railway Minister.

The Delegation's report, divided into four parts, runs into over 70,000 words. Its three members were: Messrs. S. S. Vasist at present Adviser to the Railway Minister, P. Sahai and D. Sandilya, Joint Directors, Railway Board. They travelled extensively for about two months last summer, studying various aspects of railway working in the U.S.S.R., Italy, Austria, Sweden, Denmark, West Germany, France, Britain and Switzerland.

The first part of the report deals exclusively with the Soviet Railways, the second with other European Railways and the third contains the Delegation's observations and recommendations. The fourth part contains a few appendices.

In India, the report says, expansion of the railway system on a large scale

is essential. At the same time financial and material resources are limited and have to be utilised to meet a variety of demands simultaneously.

On the Soviet Railways, priority would seem to be given to the movement of large quantities of traffic, and passenger amenities are limited at present to the provision of basic necessities only, except at large terminal or junction stations where the amenities are made available on an impressive and even spectacular scale.

In India, the Delegation feels, the climate, the food habits of the people, lack of adequate hotel and other accommodation suitable for all classes of passengers at or near the stations, and other factors make it necessary that facilities which normally would not be required in other countries should be provided at stations.

While the British Railways have only two classes of passenger travel, all the other European Railways have three—First, Second and Third. On the Soviet Railways, there are no classes as such, but they have five different types of accommodation for which five different charges are quoted. The International Railway Conference in Europe has recently decided that with effect from January 1956, 1st class should be abolished on all European Railways and only two classes retained. In abolishing first class (in its present form), the report says, the Indian Railways would appear to have set the pace.

Referring to upper class travel on foreign railways the report points out that "in the matter of comfortable travel over long distances involving night journeys there is little to compare with the air-conditioned coaches on Indian Railways."

The standards now adopted for the new third class coaches in India compare favourably with the accommodation provided on European Railways and the sitting accommodation on the

Soviet Railways. As over-crowding diminishes and more coaches of the new design are put into service, the Delegation feels, the disparity which exists between third class travel in India and European countries should progressively disappear.

The Delegation feels that it would be an advantage to run fully vested Janata trains, composed entirely of the new design coaches. It is recommended that this suggestion may be examined and tried out.

With regard to foot-board travel, the Delegation recommends the adoption of the coach design used in Europe (or a modified design) which makes foot-board travel impossible when the door is shut.

The Delegation studied the conditions of suburban traffic in all the countries visited. During the peak periods, suburban trains everywhere get overcrowded, sometimes to the extent of more than 200 per cent of their sitting and standing capacity. A recommendation is made that congestion can be partially relieved by reducing the minimum headway with improved signalling arrangements throughout the suburban sections.

The mechanisation of ticket windows for the main line trains, in the Delegation's opinion, would not suit present Indian conditions; for suburban traffic, however, it is recommended that at stations where heavy traffic is dealt with, ticket printing machines should be progressively introduced.

With regard to station buildings, the Delegation suggests the adoption of the modern trend abroad to keep the "circulating areas" free from all obstructions such as booking offices, information kiosks, stalls etc.

On most European Railways, besides free waiting rooms and lavatories, toilet and bath room facilities are available on payment of a charge. All modern fittings are provided and the

places are spotlessly clean and hygienic and very well-patronised. The Delegation recommends that similar facilities should be provided at all major stations in India, and when new stations are designed this aspect should be kept particularly in mind. "These facilities should be available to all classes of passengers, who are willing to pay the prescribed charges."

Guidance should be given to passengers through loud-speakers regarding the arrival and departure of trains and platform arrangements. The practice is in vogue on some Indian stations, but the method and quality of announcement would have to be considerably improved and specially-trained staff, put on this work.

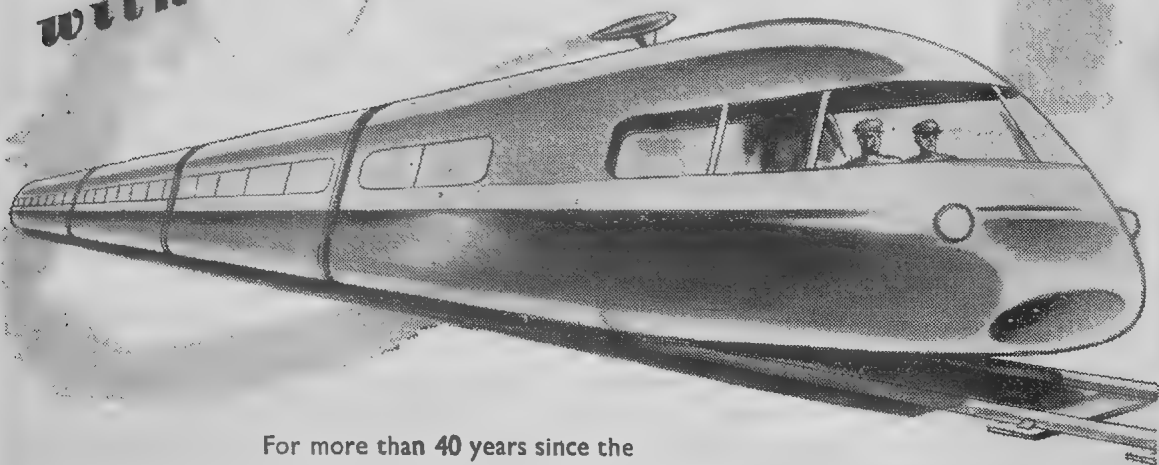
On all passenger trains in Russia, radio receivers are provided in each compartment connected with a radio room on the train. Besides music for their entertainment, education is given to the passengers in safety methods, the use of amenities at stations and on trains, and general civic responsibility. In West Germany the railways provide cinema halls at large stations, where films of social and educative value are shown free of charge to bona fide passengers.

The Delegation has recommended that the practice in force on Soviet and German Railways might be tried on the Indian Railways with such modification as may be necessary.

In the opinion of the Delegation, improvement in catering on the Indian Railways can be secured by entrusting catering to a company composed of the Railways and private enterprise with the former having the controlling interest. This method may be tried in the first instance in a limited area. It would combine the advantages of a departmental system and the efficiency of a commercial concern.

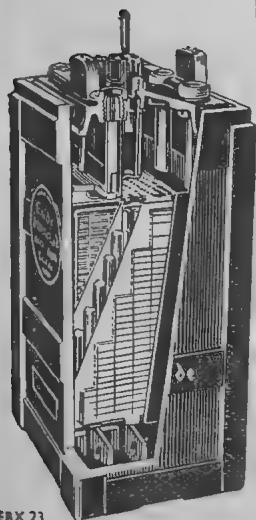
On the Soviet Railways, the report points out, planning is undertaken on

with an eye to the **FUTURE**



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a comprehensive basis and is closely integrated with the objectives stated by Government in the Five-Year Plan. On the Indian Railways, the report says, planning has been implicit for a long time in the preparation of rolling stock, machinery and plant and civil engineering works programmes each year. The preparation of the integrated plan in the railway sector commenced with the first Five-Year Plan, which has been primarily one of rehabilitation for the railways. The scope for expansion of rail facilities was, therefore, necessarily limited. The emphasis on expansion in the second Plan is bound to be greater and more detailed planning will be called for.

The Delegation has suggested the lines on which planning on the Indian Railways should be undertaken. It observes: "In order to undertake planning on this large scale, the Delegation considers that it would be necessary to create separate planning organisations at various levels, such as in the Board's office, at the Railway Headquarters, at each Divisional, Regional or District Headquarters. These organisations should process and integrate the entire plan on behalf of all departments within their jurisdiction so that parallel departmental planning is eliminated."

Almost all European Railways and the Soviet Railways have found it necessary to make a periodical review of their goods tariffs, necessitated by the rapidly changing economy and social conditions after the last war. In almost all countries, public opinion is associated with the revision of the tariffs so that a wide measure of public support is secured. In India, the advent of Independence has naturally brought about a quickening in the tempo of development and Government's industrial and economic policies have been

geared to the implementation of the Plan.

The report also includes recommendations on matters relating to staff training, a system of incentives in railway workshops and factories, the running of goods trains to fixed schedules like passenger trains, the system of "partner pooling" of locomotives, under which each engine is handled by two or three fixed sets of crews only, improved signalling techniques in which the Indian Railways have not kept pace with modern developments and the design of passenger coaches. It is pointed out that the Indian Railways have already adopted all-metal light weight construction for their broad gauge coaches as one of the standards in keeping with the practice in almost all the European countries.

In the first part of the report, dealing with the Soviet Railways, a separate chapter is devoted to the achievement of the Soviet Railways. In regard to passenger amenities, the first emphasis on the Soviet Railways would appear to be on the adequacy of rail transport facilities rather than on amenities for the public. Even in the sphere of amenities, priorities would appear to have been accorded on considerations which catch the public imagination in a greater measure.

Soviet Railwaymen enjoy social security and other benefits in common with other citizens. The Railways, therefore, concentrate on welfare activities like holiday camps, children's camps, sanatoria, etc. The Soviet Railways lay great emphasis on technical research and large sums of money are spent on experimental work. They have, therefore, been able to make impressive strides in the development of all technical branches with special emphasis on safety measures.



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OVER THREE LAKHS OF VISITORS TO AVADI CONGRESS TRAVELLED BY RAIL

FEW events in the recent history of Madras evoked so much of public interest as the 60th Session of the Indian National Congress at Avadi. For three days SATYAMURTI NAGAR was the Centre of national life and visitors saw a complete cross-section of the Indian Republic represented there.

The task of moving the bulk of the several lakhs of visitors who attended the Congress Session fell on the Southern Railway and its officers lost no time in getting ready for the 'job.' A special siding taking off the main line between Ambattur and Avadi stations on the Madras—Arkonam double line section was constructed and was aptly named "SATYAMURTI NAGAR." The station building which was a

furlong away from the Congress pandal where the session was held, consisted of a large booking office, a separate enquiry office, a spacious waiting hall, a vegetarian refreshment room and a First Aid post. Loud-speaker arrangements were provided to announce to the public the arrival and departure of specials and similar information and in addition to a large number of drinking water taps, an electrically operated water-cooler was provided for the free supply of cool drinking water to the public. A railway doctor with medical equipment and staff was always at call.

In addition to SATYAMURTI NAGAR, a flag station called CONGRESS CAMP HALT was constructed on the main line between Ambattur and Avadi near the Delegates

Photo taken on the occasion of the opening of Satyamurti Nagar station on 15-1-1955



Photo—V. G. Shankar



Sri D. B. Patel, Regional Traffic Superintendent, Rayapuram, declared the station open

Photo—V. G. Shankar

Camp and this station also was fitted with all the facilities provided at SATYAMURTI NAGAR.

Special booking offices and booking windows had been provided at Madras Central and Madras Beach. Extra enquiry clerks had been appointed to attend to all public enquiries regarding the running of specials to the Congress Session.

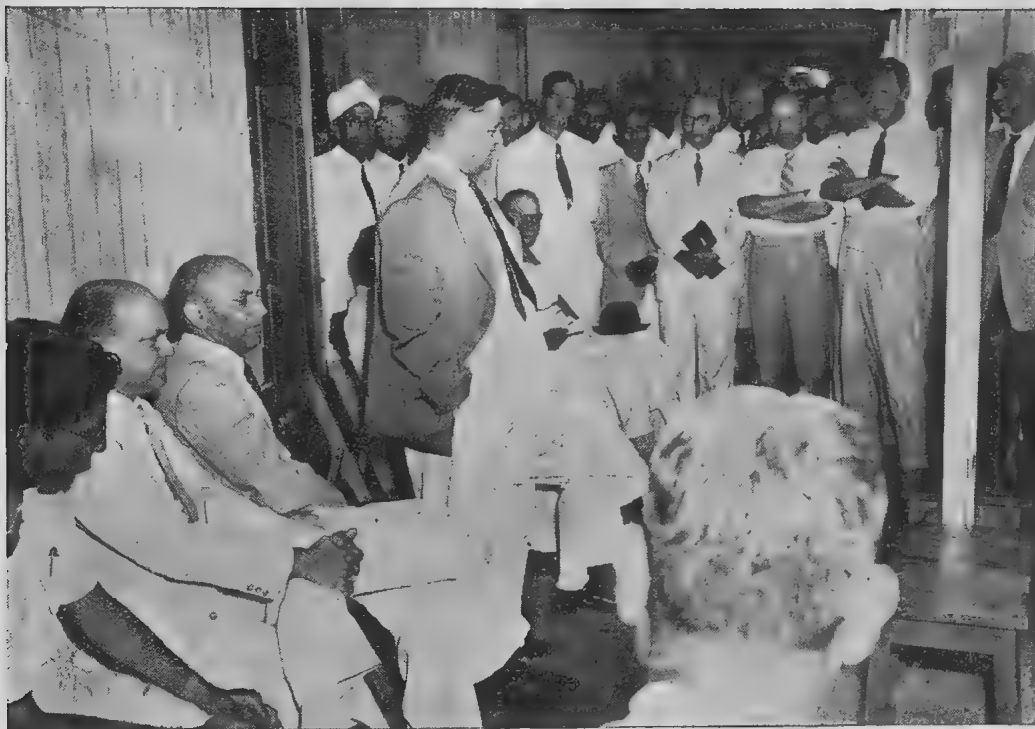
While Sri D. B. Patel, Regional Traffic Superintendent, Rayapuram was in overall charge, Sri B. Venkataramani, District Traffic Superintendent, assisted by three junior officers of the Traffic department had been placed on special duty to co-ordinate and supervise all railway arrangements to deal with the extra traffic that offered during the Congress Session.

SATYAMURTI NAGAR railway station was opened on the 15th January 1955, and functioned till the 24th. During the three days viz., 21st, 22nd and 23rd January, more than three lakhs of passengers, both inwards and outwards, were dealt with at SATYAMURTI NAGAR, CONGRESS CAMP HALT and AVADI stations. 91 special

trains were run to the Avadi area during this period and 88 return specials were run to Madras Central and Madras Beach. Including other rake movements, a total of 315 additional trains were dealt with on the Madras—Avadi section during these three days, the daily intensity of service being more than 100 per cent above the normal train service on the section.

At the conclusion of the Congress Session, a function was held at SATYAMURTI NAGAR station when Sri B. C. Desikachari, Chief Operating Superintendent, who presided, paid a handsome tribute to the officers and staff who had, by hard work and devotion to duty, enabled the railway to move the unprecedented rush of traffic. In a letter addressed to the officers and staff connected with the arrangements Sri Desikachari says:

“The 60th Session of the Indian National Congress has ended; so also the journeys of the various important personages have been completed. The magnitude of the preparations involved in the successful handling of the Congress Session and also in connection



Sri Desikachari complimenting officers and staff

with the journeys of the V.I.Ps. on this Railway was colossal. All the Officers and staff of the Transportation Department have played their part exceedingly well, with the result that the arrangements made by us were greatly appreciated by one and all.

There has been no hitch whatsoever at any stage. It is a matter for great pride and satisfaction to me to find that my Officers and staff rose to the occasion and by their devotion and loyalty contributed in no small measure to the success of the arrangements. In spite



of trying conditions, they faced the problems boldly and enthusiastically and executed the duties assigned to them cheerfully without any regard to personal inconvenience. I have heard the public remarking that the arrangements made by the Railway were superb and left nothing to be desired. I must congratulate all Officers and staff on this excellent performance."

A visitor to the Congress Session writes as follows regarding the arrangements made by the railway :—

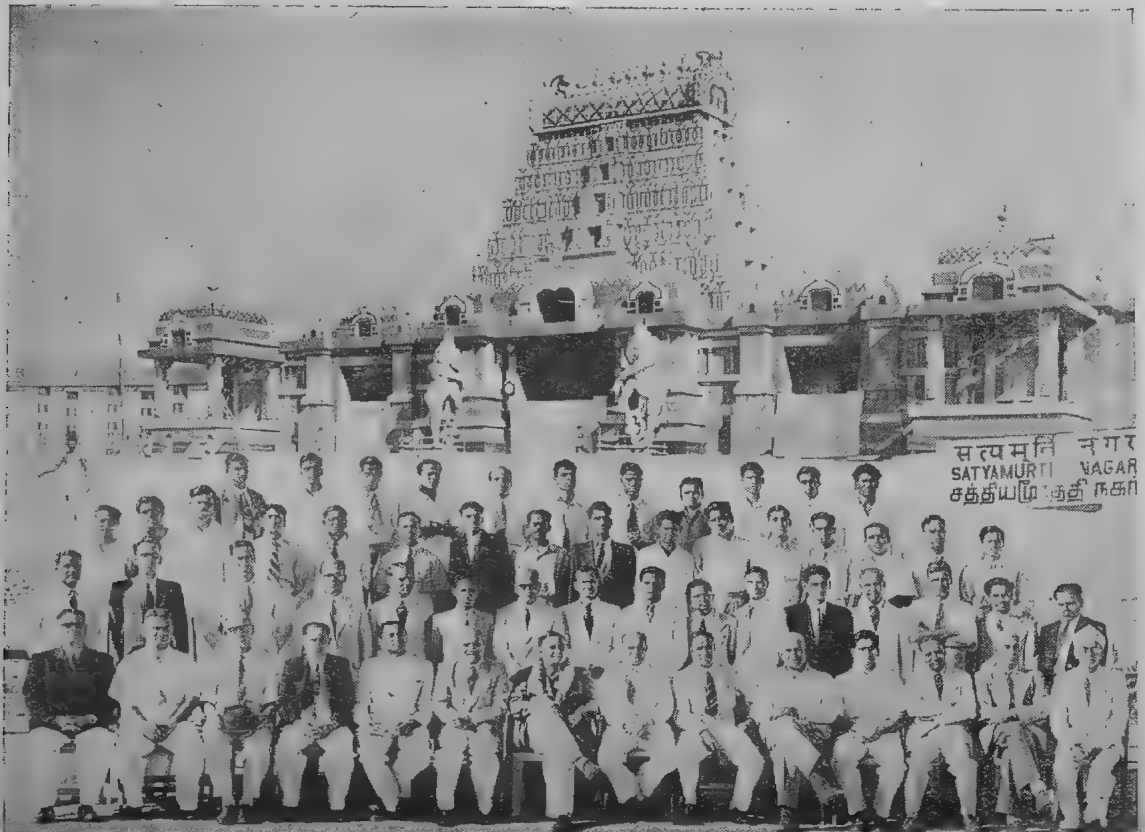
"I had been to Satyamurthinagar on the 22nd January to attend the second day session at Avadi, along with my family and other residents of my Colony, consisting of about 15 persons in all, taking return tickets from Madras Central for our journey. We were very much pleased to find the elaborate and magnificent arrangements made both at Central and at Satyamurtinagar to cater to the needs of hundreds of thousands of visitors from all parts

of India. At first we were a bit reluctant to enter the Refreshment Room at Satyamurtinagar because we were doubtful about the quality of the items supplied. But when we had to take some tiffin out of necessity, which we tasted, we found it to be beyond our expectation, and coffee in particular, was exceedingly good, which we took at 1 p.m. and again at 6 p.m. on our return journey, in spite of the fact that the food-stuffs were produced on a mass scale."

A reservation and enquiry office with arrangements for the issue of tickets on the spot had been set up in the Delegates' Camp at Avadi and the facility was greatly appreciated by the many distinguished persons who attended the Congress as delegates.

A total of 600 railway employees drawn from the Southern Railway's own resources were employed in connection with Avadi Congress arrangements.

Photo—Vaman Studio





WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

IN the whole world of railways, perhaps no country presents a more fascinating study than the West European land of Belgium which is unique in enjoying nation-wide rail facilities provided by both a 4 ft. 8½ in. gauge undertaking and a metre (approximately 3 ft. 3 in.) system.

India and many other lands, of course, possess narrow, as well as broad gauge railways, but in Belgium the two rail systems are developed on a nation-wide basis on a scale unknown elsewhere. Having recently returned from a Belgian visit, your Correspondent would like to describe for readers of SOUTHRAILNEWS the efficient twin railway networks based on the beautiful capital city of Brussels.

The Belgian railways actually are among the oldest in the five continents. In England, the world's pioneer public railway was opened in 1825, and ten years later the "Iron Horse" was introduced into Belgium, over a short line linking Brussels with Malines. This was the embryo out of which grew the 3,100 mile long standard (4 ft. 8½ in.) gauge rail network serving the land. Alongside this system, there has also been developed through the years the nation's 2,818 mile long metre gauge undertaking.

The Belgian National Railways (4 ft. 8½ in. gauge) are managed by a Board of Directors responsible to the Minister of Transport. The undertaking is self-governing from both the financial and administrative points of view, and staff in all departments total 86,000.

From Brussels, main lines of the Belgian National Railways radiate in all directions. To the east goes the main line through Louvain Liege and Verviers to Aix-la-Chapelle and Germany. To the west runs the trunk route to Ghent, Bruges and Ostende. Northwards goes the main line to Antwerp and Holland. Southwards proceeds the trunk route through Mons and Quevy to France. Linking these principal lines are a number of secondary routes covering all corners of the country.

Main lines of the Belgian Railways are formed of heavy steel rails resting on hardwood sleepers on a roadbed of broken stone or cinders. As Belgium is a flat country, little railway tunneling has been necessary, but level-crossings are numerous. Large marshalling yards operate at the busy centres like Brussels and Antwerp, and modern signalling is a feature, this including many automatic installations. At Antwerp, there are splendid



The new central passenger depot of the Belgian National Railways at Blankenberge, typifying modern station design on the Belgian roads

dock facilities, while Ostende and Zeebrugge are other busy seaports, the latter being the terminal of the train-ferry connecting Belgium with Harwich, England.

Belgian passenger stations include many imposing structures, like the Brussels and Antwerp central stations, and the fine new seaside station at Blankenberge. In rebuilding passenger stations which suffered war damage, advantage has been taken of the latest developments in the use of steel and ferro-concrete, with large areas of glass skilfully introduced to lighten the design.

In the main, Belgium depends upon the steam locomotive for both passenger and freight train haulage, although electrification is making rapid strides and diesel traction is being developed on a limited scale.

Belgian steam locomotives include some of the most powerful machines in Europe. One Belgian "Atlantic" engine actually claimed, in 1939, to

being the fastest steam locomotive in the world. Streamlined "Atlantic" type engines haul main line fast passenger trains, and 4-6-2 four-cylinder machines haul passenger cars for passenger haulage over secondary tracks. Pulling Belgian goods trains you usually see engines of either the 2-8-0 or 2-10-0 wheel arrangements. There is a heavy coal traffic between the Belgian mines and points like Brussels and Antwerp, and steam locomotives handle most of this business in train loads of high capacity steel hopper wagons.

After sampling the fine electric services of the Belgian National Railways between Antwerp and Brussels, your Correspondent was not surprised to learn that over this route there are handled more than 20,000,000 passengers annually. This was the first Belgian line to be electrified (in 1935), the total mileage of the present day electric routes being about 400. The Belgian electric trains are operated on the multiple unit arrangement, with trains composed of motor and trailer

cars. For goods haulage there are powerful electric locomotives.

It was interesting to find the Belgian National Railways adopting diesel traction on a considerable scale, and indeed rather appearing to favour the scrapping of some main line electrification schemes in favour of the diesel. No more steam locomotives are being constructed for the Belgian lines, but about 100 main line diesel locomotives and about the same number of diesel shunting engines are being constructed locally, partly under U.S.A. licenses.

Owing to their geographical location, the Belgian National Railways participate in many international train services across Europe. These often have their western terminal at the Port of Ostende, where they link up with the steamship services from Britain. Included in the long distance runs across Belgium are the "Nord Express" (Ostende - Brussels-Cologne-

Hamburg - Copenhagen - Stockholm-Oslo); and the "Ostende-Bale Express" (Ostende - Brussels - Luxembourg-Strasbourg-Bale).

During my recent visit to Belgium, I made many trips on the unique 3 ft. 3 in. gauge railway system known as the Belgian Light Railways. This 2,818 mile network had its birth in 1884, as a co-operative undertaking of the State and the provincial and local authorities, and it continues today as a co-operative effort of extreme efficiency and usefulness.

Headquarters of the Belgian Light Railways are at Brussels, and for operating purposes the system is split into seven divisions. Total train-miles worked annually are about 31,690,000. The undertaking owns approximately 450 steam locomotives; 1,000 electric motor cars; 280 petrol and diesel-engined motor cars; 1,600 trailer cars for steam, petrol and diesel services;

Modern electric train of the Belgian Light Railways consisting of motor and trailer car, both of all-metal construction

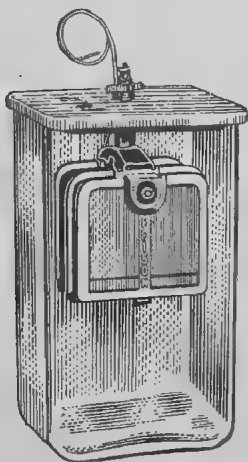


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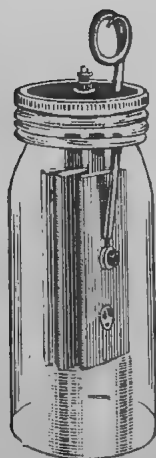
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Serving both town and country, the Belgian Light Railways often provide alternative services to those of the 4 ft. 8½ in. gauge routes, but they also frequently operate in territory where the broader gauge could not profitably function. The low construction costs of the narrow-gauge lines permit of many sidings being built to handle traffic to and from individual firms and farms.

The Belgian Light Railways use 58 ft. rails, the roadbed varying in different districts. In open country, the tracks are laid on timber or concrete sleepers on a stone or cinder roadbed, but in towns (where the light railways come right into the centre) the rails are sunk in the highway, or carried alongside the highway on special foundations.

Train signalling on the Belgian narrow gauge routes follows normal standard gauge practice on open stretches of track, and roomy stations are provided for passengers. Stops are usually more frequent on the Light

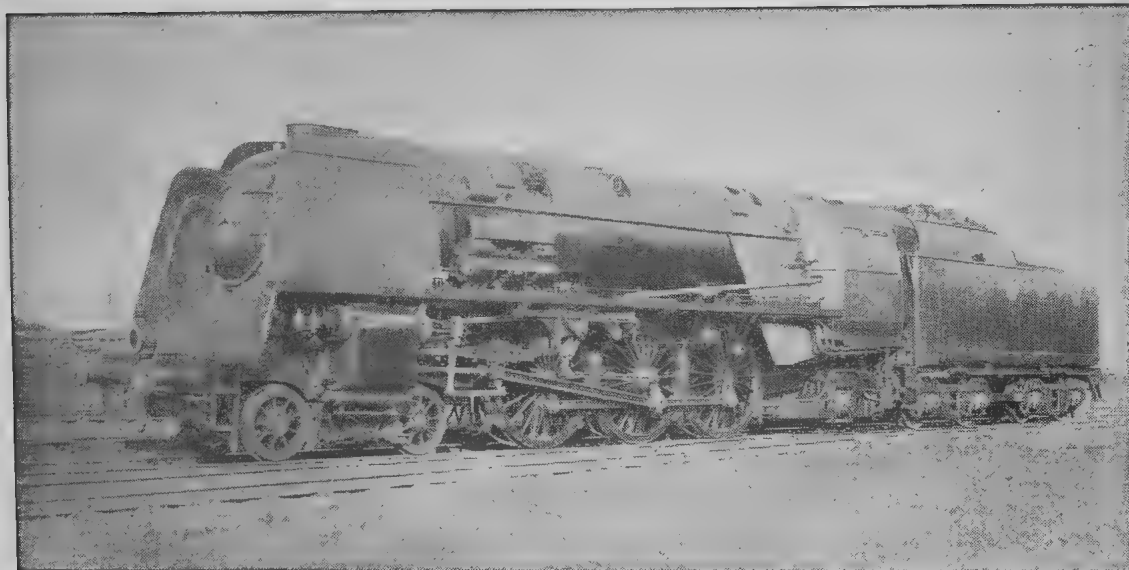
Railways than on the Broad Gauge, but in the fast long distance services there is really very little to distinguish the Light Railway trains from the normal gauge, apart from the smaller locomotives and carriages utilised.

After employing steam locomotives for train haulage for many years, the Belgian Light Railways first introduced electric traction in 1894 on the busy route connecting the centre of Brussels with Cambre Wood. Modern electric routes are fed at 650 Volts D.C. by 120 automatic sub-stations, overhead transmission lines feeding trains through pantographs.

Modern electric motor cars of the Belgian Light Railways each seat 30 patrons, but can also accommodate 48 standing passengers. At busy periods it is a common sight (not unknown on Indian trams and buses) for passengers to be seen hanging on to the Belgian Light Railway cars almost by their eyebrows. The Light Railways serve a particularly useful purpose in enabling workers to live outside the big cities in pleasant rural areas, and the narrow gauge lines also are a boon to the farming community.

*Belgian Railways All-Steel Passenger Coach utilized
in long distance services centred on Brussels*





A typical 4-6-2, four-cylinder streamlined steam locomotive employed in passenger service on the Belgian Railways

Working as separate undertakings, in both friendly rivalry and friendly association, the Belgian National Railways and the Belgian Light Railways provide passenger and freight service of a kind unexcelled throughout Europe. As you journey through Belgium today, you are at once struck by the quiet efficiency of employees on both the broad and narrow gauge tracks, and in conversation you find workers keen and contented.

Certainly, this relatively small European land has made a wonderful contribution to world transport in developing, side by side, two really remarkable complimentary, yet healthily competitive, rail networks. It may quite well be the real secret of Belgium's outstanding success in the railway field actually lies in the spur to effort brought about by the existence within the country of these unique twin concerns.

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THE RAILWAYMAN'S BURTHEN

III

G. RUNGA RAJU

IT is impossible, however, to escape the fact of change. Change is proceeding regardless of us and whether we like it or lump it. Change is a very condition of our existence; and in transport we can see it in the restless search for the better alternatives. It may mean road transport, instead of rail; for other goods in other circumstances, it may mean rail transport instead of road; it may mean use by trade and industry of their own vehicles instead of the carriers' vehicles; it may mean electricity instead of steam or diesel instead of petrol; it may mean pipe lines instead of tankers; air ferries instead of sea ferries; the search for the new alternative continues and the changes go on" states George Lach, writing in the **BRITISH TRANSPORT REVIEW** for August 1954. It is said that freedom is the recognition of necessity and in our newly-won freedom, the stress may be laid on "compelling

necessity"—inexorable and inescapable. These concepts of change and compelling necessity have a direct bearing, either on restoration of dismantled lines or proposals for construction of new lines—more particularly the latter. It may be remembered in this context that under the First Five-Year Plan, the allotment of Rs. 400 crores for Railways covers mainly the expenditure on rehabilitation, so that lost efficiency may be restored and current traffic handled to the satisfaction of the users.

Restoration of Dismantled lines

Twenty-six lines were dismantled during the last war, for relaying elsewhere for promoting war effort, 17 lines (B.G.)—538 miles: 4 lines (M.G.)—71 miles and 5 lines (N.G.)—246 miles—or 855 miles in the aggregate. During the three years of the Plan, 13 lines have been restored, as detailed below.

NAME OF LINE.					GAUGE.	LENGTH IN MILES	RAILWAY.
1.	Tinpahar-Rajmahal	..	..	..	B. G.	7	Eastern
2.	Bijnor-Chandpur Siau	..	..	..	B. G.	21	Northern
3.	Cambay Bunder Siding	..	..	..	B. G.	1½	Western
4.	Vasad-Kathana	..	..	..	B. G.	27	Western
5.	Shoranur-Angadipuram Nilambur	..	..	..	B. G.	41	Southern
6.	Balamau-Madhoganj portion of Unao-Madhoganj-Balamau Section	..	..	..	B. G.	17	Northern
7.	Bobbili-Salur	..	..	..	B. G.	10	Eastern
8.	Bhimsen-Khairabad Junction	..	..	..	B. G.	73½	Central
9.	Bhagalpur-Mandar Hill	..	..	..	B. G.	31	Eastern
10.	Unao-Madhoganj	..	..	..	B. G.	45	Northern
11.	Sultanpur-Zafarabad Section of Uttraithia (next to Lucknow) Zafarabad length	..	..	..	B. G.	136	Northern
12.	Madura-Bodinayakanur	M. G.	53	Southern
13.	Nagrota-Jogindranagar	N. G.	35	Northern

Total .. 498

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Other lines to be restored are either small lines on the broad or metre gauge or light railways on the narrow gauge. Under the first Five-Year Plan, the restoration of dismantled lines will be practically completed—an achievement indeed, when materials for relaying were in short supply, with uncertain deliveries, from abroad.

Construction of new railway lines

From April 1, 1951 to March 31, 1954, new works numbering 17, costing about Rs. 62.13 have been taken in hand, some of which have been completed, such as Assam Rail Link; Deesa-Gandhidam, en route to Kandla Port; Mukherian-Pathankot; rail connection to Chandigarh—Capital of East Punjab; Robertsganj-Churk and Madhopura-Murliganj. The construction of certain new lines, in progress, which have a significance of their own and which will be of outstanding importance among the projects commenced during the Plan period are the Khandwa-Hingoli Link, which will provide direct metre gauge from North to South India, for over 2,000 miles: the Quilon-Ernakulam line, with extension to Cochin, which will give this fast-developing and strategic Port, the advantage of having both broad and metre gauge lines, not possessed by other major ports in India, except Madras, the Road-cum-Rail Bridge at Mokameh, which will replace ferrying across the Ganges and avoiding her caprices in shifting frequently the ferry points and the electrification of Calcutta Suburban Section and up to Burdwan, on the main line, which will be of considerable relief to the residents of the area. In addition to the construction of new lines taken in hand, during the Plan period, the improvements to the existing lines for overcoming hindrances to transportation have been completed, of which mention may be made of Budni-Barkera new down line on the Central Railway, subsidiary yard and north-south avoiding line at Kharagpur, development of tranship facilities at

Sakrigali-Manihari Ghat, for facilitating quicker movement, sugar in particular, doubling the line between Kanpur and Ekdil, Malihabad and Bareilly and Hardoi and Kabrolia.

In respect of construction of new lines, the Minister for Railways and Transport has laid down the following priorities, in winding-up the debate in the House of the People (Lok Sabha) on March 5, 1954:

- (1) Areas where heavy industries are developed.
- (2) Areas rich in minerals and which required to be opened up.
- (3) Undeveloped areas, where communications are not properly organised at present.

He emphasised that "no consideration excepting the needs of different industries essential for economic development of the country will be our guiding factor."

Sectional interests are persistent in their demands for construction of new lines, either short-circuiting existing lines or for electrification of main lines, now operated by steam power which involve heavy financial outlay, with very little justification for incurring it, even on consideration of social benefit, which cannot be assessed on a monetary basis. The nucleus of the present network of railways commenced primarily out of the military needs for holding intact a farflung empire by the British and considerations of development and progress of the country through improvements in communication weighed with the Government later, after consolidation of political and administrative hold on the country. Faulty alignments in the existing through routes on this account remain to be corrected and along with the priorities mentioned by the Minister for Railways, they may also be taken into consideration. Instances of this kind are found on the Southern Railway, e.g., Arkonam-Raichur; Arkonam-Bangalore and Hubli-Poona Sections. Probably, there

may be similar instances on other Railways also. Along with them may be considered the necessity of giving the Madras Port a shorter alternative metre gauge route, by linking Renigunta with Madras. This alignment has more than one advantage. The completion of Khandwa-Hingoli Section will bring the through metre gauge from the North up to Renigunta and the traffic moving by that route can be taken to Madras, without transshipment. This line will open up a part of Chittoor District in Andhra State deficient in rail communications and will incidentally provide a direct route from Kurnool to Madras, passing Tirupati. Another advantage is that iron and manganese ores, from stations in Bellary District, intended for export through Madras Port have now to be transhipped at Guntakal, with considerable inconvenience to the despatchers and these ores can move direct to Madras Port by the proposed route. Above all, it is of greatest advantage to the Southern Railway itself, in that all the subsidiary metre gauge workshops can be connected to the main Perambur Workshops and the Integral Coach Factory, under construction, dispensing with conveyance of metre gauge stock on broad gauge trucks or vice versa for transshipment at Guntakal or Bangalore, as is done at present. Beyond these priorities, proposals for construction of new lines have to be viewed in the present context of co-ordinated development of rail, road and inland navigation. While railways, canals or rivers are route-bound, the optimum mobility is ensured to road transport. The pace of development of our villages, on which attention is now concentrated by the Community Development Projects and National Extension Services depend mainly on provision of communications. Construction of new railway lines depends on a combination of windfalls—availability of steel, track equipment etc., for which we now depend entirely on foreign imports. On the other hand, the development of road transport as feeders to railways will be of

immediate benefit to the villages and the railways as well, for dispersal of traffic now offered at certain fixed points, having road facilities and which the railways are unable to clear currently. Conversely, it will also be to the advantage of railways for arranging railhead distribution from certain focal points, closing down wayside stations for goods traffic, as in the United Kingdom. The automobile industry is well on its way; but its handicap seems to be lack of adequate demand for the assembled vehicles, at the full-rated capacity of their plants. One oil refinery has gone into production in Bombay and another is in the offing at Vizagapatam. What is more, the Union Government is committed to large outlay on road development—Rs. 27 crores on National Highways under the Plan, as also construction of 68 bridges, of which work was in progress on 53 at the end of 1953-54. Provision for a total expenditure of Rs. 77.6 crores on State Roads has been made in the Plan. More often than not, all this projected expenditure staggers our imagination, as compared with the days, prior to Independence, when development plans, in popular demand, foundered on the plea of lack of finance.

In addition to the roads, we have inland waterways, which once exceeded 2,000 miles in length, next only to U.S.A. and France. Even as late as the 14th Century, navigation along rivers, canals and other water courses had a flourishing trade, as indicated in Runnel's Map of Hindustan or the Moghul Empire." The first water craft, "Diana"—89 tons—was propelled by steam in India in 1923 and carried passengers from Kulpi Road to Calcutta on the Hoogly, a distance of 50 miles. In 1834, a regular monthly steamer service for carrying the East India Company's Officials between Calcutta and Agra. Thornton's Gazetteer of 1854 mentions steamers plying on the Ganges as far as Garhmukteshwar—400 miles from Allahabad. Kanpur was so "plied with vessels

that it presented the appearance of a Port on a small scale." The decline of these waterways began with the advent of Railways in 1860, as was the case all over the world, and in this country the development of irrigation projects was the additional deterrent. The resuscitation of these waterways as complimentary to the Railways, not in competition as in the past, will augment the existing means of transport (at any rate for slow traffic) the

demand for which has outgrown the supply by rail, which is likely to continue for a fairly long period. What is of considerable importance, arising from the development of road services and inland navigation, apart from their availability as supplementary means of transport with the rail, is the material contribution they will make towards full employment, which the Planning Commission is anxious to provide.

The newest in

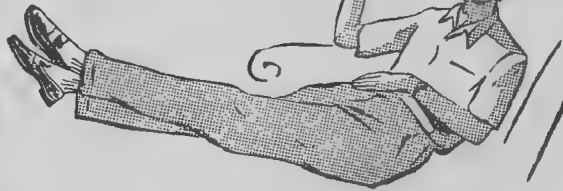
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TRAVEL NEWS

SAURASHTRA THROUGH THE AGES

THE State of Saurashtra emerged on the map of India as a clear entity from an incredible motley of small units on April 15, 1948. Saurashtra represents the integration of 860 different administrative units. Even if we take only the component parts formerly dignified with the title of States, the number is as high as 221. In the former order, an average area of 95 sq. miles with an average population of 196 formed a separate, self-governing unit. Leaving out the six largest States, the average size of each of the remaining 215 States was about 3 miles by 2. This political disunity was also largely responsible for the lawlessness widely prevalent in the region till the integration became an established fact. Today Saurashtra offers her culture and traditions as a welcome, unified gift to the common treasure of India's heritage.

Su-Rashtra means a "a beautiful country." "A balcony on the Arabian Sea" was the description given by a poet to the peninsula of Kathiawad. Out of the total area of 35,478 square miles of this peninsula on the western coast of our country, Saurashtra com-

prises 21,451 square miles. The existence of a low lying belt of saline land and dried up lakes between the eastern end of the Cutch desert and northern tip of the Gulf of Cambay suggests that in the remote past, Saurashtra was an island. The narrow sea or the creek on the east was filled up due to some internal upheaval in the earth. There is also a belief that the course of the river Indus was in some remote past to the east of its present course and that the river emptied her waters in the Gulf of Cambay.

Early references to Saurashtra are found in the Puranas. It has been stated that Anartha, the son of Sharyati, the son of Vaivasvat, the seventh Manu, founded the State and called it Anartarashtra with its capital at Kusavati on the western seacoast. The "Harivamsa" states that Anartarashtra comprised two provinces, Saurashtra and Anoop, and that the capital was at Giripur, standing near "a high mountain." The tallest hill in Saurashtra being Girnar, we can deduce that the capital of Anartarashtra was either at or somewhere near Junagadh. "Harivamsa" also

mentions that King Madhu made over the kingdom to his son-in-law Haryasva, who was driven away and succeeded by his brother Yuvanasva.

The Yadavas, under the leadership of Krishna established themselves in Saurashtra and made their capital at Dwaraka, on the site of the ancient Kusavati. From this Puranic mention upto the historic period, there is no record of events in Saurashtra.

After a fairly long gap, we take up the story from 326 B.C. to 183 B.C. when Saurashtra was a province of the Mauryan Empire. It was then governed by a Viceroy. The edicts of Asoka inscribed on the rocks that have stood the ravages of time till this day, give us an idea of the extent of the empire and the approach of the State to certain finer values of social conditions. These inscriptions on the rock at Junagadh have attracted tourists at all times. It appears from numismatic finds that the Kshatrapas ruled over Saurashtra from 70 B.C. to 380 A.D.

In the eighth century, the different clans and tribes of Rajputs began to lay the foundations of the States, most of which existed upto the time of the formation of the new State of Saurashtra. The subsequent history is a saga of romance and chivalry. Small principalities arose as kingdoms under dashing chiefs and it was as late as 1304 A.D. that Delhi first peeped in to see the state of affairs in this part of the country. Allauddin Khilji defeated

the Vaghela ruler and after that victory, Gujarat remained under the empire of the rulers at Delhi till the time Sultan Mohammad Shah proclaimed himself king of Gujarat in 1403 A.D. The Kingdom of Gujarat was annexed by the Moghul Emperor Akbar. The Subah of Guzerat was governed by the viceroys sent by the emperors at Delhi. They collected tributes from the Rajput chiefs in Saurashtra by force of arms. On the decline and the ultimate fall of the Moghul power, the Marathas entered the peninsula. They were followed by the British.

Narsimha Mehta, the first poet of Gujarat, took inspiration from the people and from the lowest in the social ladder. He was a social reformer and he shared the fate of every social reformer. He was shunned by the elite, ridiculed by the members of his caste, made a virtual 'untouchable.' But his prize came in the form of love from his heroes, the Harijans and the down-trodden. He voiced the sentiment of the saints of Saurashtra when he composed the famous song "Vaishnava Jana To."

Swami Dayanand Saraswati also took inspiration from the people of his land. Born at Tankara near Morvi, he spread his message throughout the country. The greatest of them all came from a family of Diwans at Porbandar. The Kirti Mandir at Porbandar has preserved the room in which Gandhiji was born.



STANDARDIZATION OF STEAM LOCOMOTIVES IN INDIA

~~~~~ A SPECIAL CORRESPONDENT ~~~~~

**T**HE establishment of locomotive manufacture in India and the evolution of the standard designs of locomotives which cater to the requirements of all the railways of this country are closely interlinked. To appreciate the problem, it is necessary to go back and study the history of development of locomotive design for Indian Railways.

The suitability of a locomotive for a particular service is determined by a very large number of factors—the loads, gradients, speeds, frequency of stops, the acceleration specified, the tractive effort and horse-power required of the locomotive. Track, gauge, moving dimensions, strength of track, bridges etc. determine the axle load and indirectly the number of driving and carrying axles. The curvature of the track, the sleeper spacing, the subsoil etc. determine the lateral resistance of the track and the influence of lateral controls on the carrying wheels of the locomotive to make it safe for high speed operation. The quality of fuel available determines the type of engine, the minimum size of the grate, and the boiler proportions. In a large country like ours there are wide variations in all these factors and different railway systems in the earlier stages tried to use the most suitable locomotive for their own conditions with the result that there are about 200 different classes of locomotives in the now nationalised Railway System.

India today has approximately 5,400 BG locomotives 2,750 MG locomotives and 500 NG locomotives, a total of about 8,650 units in different classes. Various attempts have from time to

time been made towards rationalisation of locomotive requirements of the country. Careful studies have indicated that all classes of traffic offering on the railways in India with all the variations of gauge, track, gradients and speeds etc. can be handled by a selection from a group of not more than 25 to 30 different standard designs of locomotives.

## Attempts at Standardization

The first attempts at locomotive standardization in India were made approximately 50 years ago when the British Engineering Standards Association in consultation with our Consulting and Designing Engineers evolved standard types of passenger and goods locomotives for use in India and the Colonies in order to reduce costs of manufacture in U. K. For India a set of 0-6-0, 2-8-0, 4-6-0, locomotives were developed which were gradually improved and perfected. Many of these standard BESA locomotives, as they are referred to, have borne the brunt of the service on Indian Railways for the past 40 years or so. An outstanding example of this type is the HPS engine for passenger service and HGS for goods service. These locomotives were, however, principally based on the prevalent British locomotive practices and they were designed for use with coals containing 6 to 8 per cent ash. The bulk of the coal available for use by Indian Railways to-day contains 18 to 28 per cent ash and incombustible matter, and with increasing pressure on railways to abandon the use of better quality coal for metallurgical purposes, it has become necessary to use low grade non-coking coal for



steam raising purposes. This non-coking coal has generally lower available calorific value and so to develop a given horse-power we require a proportionately larger grate area for efficient combustion.

Between the years 1923 and 1926 a new series of locomotives built specially to burn Indian coals were evolved. These were the 'X' class for the BG, 'Y' Class for MG and 'Z' Class for NG. These locomotive designs, however, were evolved in U.K. and the boiler proportions did not meet with our entire requirements because at the time very few of our railways had been nationalised. Therefore, not many of these locomotives were built and by the time World War II started there was a considerable shortage of locomotive power to meet the increasing demands of traffic.

The import difficulties from U. K. necessitated emergency demands for locomotives during the war being met by the American War Model locomotives—the designs of which were based mostly on 'X' Class standards with minor alterations peculiar to American practices. A total of approximately 1,100 locomotives were obtained during this period to meet the emergency and the position at the end of the war was that these American locomotives were as a group of standard locomotives, larger than the Indian Railway standard BESA standards. These locomotives based essentially on American design had a marked effect on new standard locomotives which up to the time had followed the prevailing British designs.

Subsequently attempts were made at further rationalisation of locomotives and based on the railways' requirements a new series of locomotives essentially suited for Indian conditions of fuel, track and service, etc. were evolved. It was not intended to introduce any revolutionary changes in the new designs but rather to maintain and develop the trends towards

fewer classes which had already begun before the war, covering the requirements of all Indian Railways which had been nationalised. Research on the riding qualities and thermo-dynamics of the locomotives and experience of over 20 years with earlier standards and their forerunners, led to a new group of locomotives.

### New Plans

The new plans for designs and rationalisations were thus influenced by the following major considerations :

(i) The total steel production in the country was barely one-fourth of the country's requirements and as such it was not considered desirable to strengthen and relay the track and thus burden the Indian steel industry. It was necessary, therefore, to restrict the axle loads wherever possible to the available track conditions. In this connection it was also felt that with the possibility of electrification and utilisation of gas turbine locomotives in the future, the existing track will in the long run be suitable for the increased speed and the additional traffic offering on the railways.

(ii) The pressure on the railways to consume only non-coking coal had grown considerably. These non-coking coals have a calorific value approximately 7 per cent lower than that of coking coals. To develop any substantial horse power with these non-coking coals, it was necessary to burn them at a higher rate and this led to larger boiler proportions.

(iii) The results of experiments with the Dynamometer car under actual operating conditions were incorporated in the new designs. The boilers of the new locomotives would have to be provided with largest possible grates and large fire-box volume to efficiently consume the volatile coals to be used. The distance between the tube plates was reduced to obtain a higher degree of superheat. The valve gears

were modernised so as to use the steam produced economically, and in the mechanical proportions special consideration was given to design details with a view to manufacture in India. The maximum degree of interchangeability between all these new designs was maintained and it was decided to have interchangeable tenders and boilers wherever possible. Even the valve gear, axle-box springs, etc., were standardised wherever possible.

### The Chittaranjan Locomotive

The W. G. locomotive being built in Chittaranjan is a result of exhaustive research and the experience gained with the previous types of standard locomotives, evolved principally to suit the manufacture possibility in the country. The WG is a 2—8—2 type BG goods engine, weighing approximately 174 tons in full working order and 123.5 tons empty. It has a boiler working pressure of 210 lbs./sq. inch with two 21.7/8 inches into 28 inches cylinders and 5 feet 1½ inches diameter coupled wheels. The boiler is capable of a superheat temperature of 700°C with a grate area of 46 sq. ft. and a total evaporative area of 2,245 sq. ft. The engine develops a total tractive force of 38,890 lbs. at 85 per cent boiler pressure and has been rated to haul trains of 2,000 tons over level sections at a speed of 45 miles per hour.

From the manufacturer's point of view, every locomotive has to be compared to a standard to assess the quantum of work involved in its manufacture. The power of the locomotive, i.e., tractive effort is not, therefore, the correct index of the work involved as the tractive effort can be varied by changing the dimensions of the cylinders, the steam temperatures, expansion ratios, etc. Locomotive manufacturers normally assess the quantum of work involved in the

manufacture of locomotives either on their direct weight ratio or on the basis of worked surface area. Applying the principle of dimensional similiarity to locomotives, the surface area is proportional to the square of the linear dimensions and since the linear dimension varies as cube root of the volume or weight, for comparative purposes the weight of the locomotive raised to the power of .66 may be taken as an index for the surface area of any class of locomotive. This surface area index is thus the basis of the amount of work involved in locomotive manufacture and depends to a very great extent on the amount of machining and fitting necessary which are directly governed by the surface area. The HGS locomotive, one of the earlier BESA standards has for Indian conditions been taken as a standard locomotive. This locomotive has a weight in full working order of 127 tons with a surface area index of 20.25.

### Target achieved

Chittaranjan Locomotive Works were laid out to give a planned outturn of 120 standard locomotives and 50 spare boilers per year. Within four years of the start of production Chittaranjan Locomotive Works are targetted to produce 96 WG locomotives in 1954. Comparing 96 WG locomotives, on the basis of the surface area to standard locomotives, we find that the target of 120 locomotives per year has been practically achieved within a remarkably short period. This will be clear when it is mentioned that the total weight in working order of a WG locomotive is in the region of 174 tons, the surface area index accordingly works out to 24.8. 120 standard locomotives are therefore equivalent to  $\frac{120 \times 20.25}{24.8} = 98$  WG locomotives.



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S. INDIA

# A PLAN FOR PROGRESS

II

E. J. SIMOES

*Public Relations Officer, Central Railway*

## The Railways' Five-Year Plan

Let us now examine the Five-Year Plan as it affects rail transportation. Out of the total amount of Rs. 2,069 crores programmed to be expended, the railways' share is Rs. 400 crores. During the first two years of the plan period, viz., 1951-52 and 1952-53, the railways actually spent Rs. 131.04 crores and in the third financial year which has also been completed, Rs. 78 crores will have been spent leaving a balance of Rs. 191 crores to be spent in the current and in the next financial year. The accent in the first Five-Year Plan has been on reconstruction and rehabilitation of the sorely overworked rolling stock, track, equipment and plant which has rendered yeoman service during the war years when it was virtually worked to death. Whilst the accent has been on rehabilitation, reconstruction and restoration, new construction of additional rolling stock, new lines and stations, new amenities, such as fans in III class compartments, better lighting and sanitation, better waiting halls, raising, surfacing and cover over platforms have all been undertaken side by side in the Five-Year programme.

Arrangements have been made to step up expenditure on works and also to increase the procurement of rolling stock during the remaining two years of the Plan so as to ensure reaching the targets set for Budget achievement in the plan period. Among the major rail projects on the Southern Railway in the plan period are the construction of the Ernakulam-Quilon rail link and the Sulur-Singanallur Coimbatore North line and the restoration of the

Madura-Bodinayakanur and Shoranur-Nilambur lines. Several new stations and Ctiy Booking Offices have also been constructed whilst a heavy programme of passenger amenities, principally for the benefit of III class passengers has been undertaken. Waiting halls are being improved and modernised, stations are being lighted up electrically and fans put into old III class coaches not due for scrapping in the next few years.

The new III class stock is completely equipped with fans and is of special improved design for greater comfort allowing more room per passenger than ever before. New engines for passenger and freight haulage and goods wagons are also being put on the line, partly additional and partly replacing the overaged engines and wagons, thus increasing the railway's transport capacity progressively. New lines are being taken up for construction, the latest on the Central Railway being the 187-mile vital Khandwa-Hingoli rail link joining the North and South metre gauge systems which at present are unconnected.

The budget estimates for the Indian Railways for the year 1954-55 in regard to works, machinery and rolling stock have been placed at Rs. 95.00 crores, including works chargeable to revenue. This represents an increase of about 17 crores over the expenditure for the last year. The total provision for works, including new constructions and construction of staff quarters, is Rs. 37.64 crores. The provision for rolling stock is Rs. 52.58 crores. Provision has also been made for a sum of Rs. 1.20 crores for investment by railways in road services.

The budget estimates for works provide for an increased outlay of about 17 per cent over the expenditure for 1953-54 and about 44 per cent over the expenditure for 1952-53. A limit to the execution of schemes included under these works is set by the shortage of materials, particularly rails and sleepers. Steps have recently been taken to augment the supply of rails by imports, and the budget estimates have been framed accordingly.

The provision made for rolling stock reflects a heavier programme for procurement than has been usual in the past. Orders for a large number of locomotives have been placed abroad to accelerate the rehabilitation of the railways. In order to appreciate the urgency for procurement from the point of view of our power position, it should be remembered that during the five-year period ending 31st March 1956, about 1,000 locomotives will become overage in addition to a considerably larger number of overage locomotives which existed at the time of the commencement of the Five-Year Plan. As a result of the measures that have been taken, it is expected that a total number of about 1,600 new locomotives will be received during the Plan period. This should result in an overall improvement in the power position of the railways.

We have received from Canada, under the Colombo Plan, a supply of 120 broad gauge passenger locomotives and from the Government of the United States under their Foreign Assistance Programme another supply of 100 broad gauge locomotives.

In the plan for increased procurement the objective of utilising indigenous resources to the maximum extent continues to guide and regulate all orders placed in accordance therewith. It is the intention to step up the production target of the Chittaranjan Locomotive Works from 120 to 150 and thereafter to 200 of average-sized locomotives in the course of the next

four years through the introduction of such measures as judicious multi-shift working, additional equipment and training of more skilled staff. The target of the Tata Locomotive and Engineering Company is 50 locomotives a year. They have hitherto produced and delivered over 50 locomotives in all, and they are expected to reach their target this financial year.

As regards wagons, practically all the increased procurement has been planned on indigenous production. In previous years the installed capacity was assumed to be about 7,800 wagons per annum. Owing to the prospect of increased off-take in the next 5 years new manufacturers have come into the field and established manufacturers have agreed to expand their production capacity. In view of this, orders for about 11,000 wagons have been placed against the 1954-55 programme with the manufacturers in India. Besides, we expect to receive 5,000 wagons under the Foreign Assistance Programme of the Government of the United States.

No new orders for passenger coaches are being placed abroad this year. The capacity of the Hindustan Aircraft Factory and our workshops has been stepped up to meet our requirements. The construction of the Integral Coach Factory at Perambur to manufacture passenger coaches is making satisfactory progress. It is expected that coach body-shells will start coming out of this factory during the second half of 1955.

A number of new major works are presently under construction and it is proposed to concentrate on the execution of the works already in hand instead of undertaking new major works in 1954-55 as it is more economical to complete expeditiously the works in hand. There is also the danger that a large number of new major projects may lock up money and result in diversion of material and equipment which may delay completion of all other works. All the same, certain new major works are being



undertaken in the current year. A major project that has been included is the electrification of the suburban services in Calcutta area. Provision has also been made to expedite the traffic survey for a rail connection to Garo Hills in Assam, in order that the final location survey may also be taken up during the budget year. In addition, the construction of the Pathankot-Madhopur Broad Gauge line, 7.06 miles in length, is proposed to be undertaken to facilitate movement to Jammu and Kashmir State. The line is estimated to cost about Rs. 35 lakhs.

There are, under consideration, a few proposals for new constructions. Surveys for these were arranged to be

undertaken in the current year. On the Southern Railway, the Mangalore-Hassan and Bangalore-Salem projects are currently being surveyed. As indicated however, the stress is on completion, as expeditiously as possible, of projects in hand rather than on spreading out our resources in numerous new undertakings and the completion of the Ernakulam-Quilon rail link on the Southern Railway has therefore been accorded priority.

In sixteen months time, the First Five-Year Plan will have come to a close, and in its wake the Second Five-Year Plan will follow heralding an era of greater prosperity for the nation and better standards of living for all

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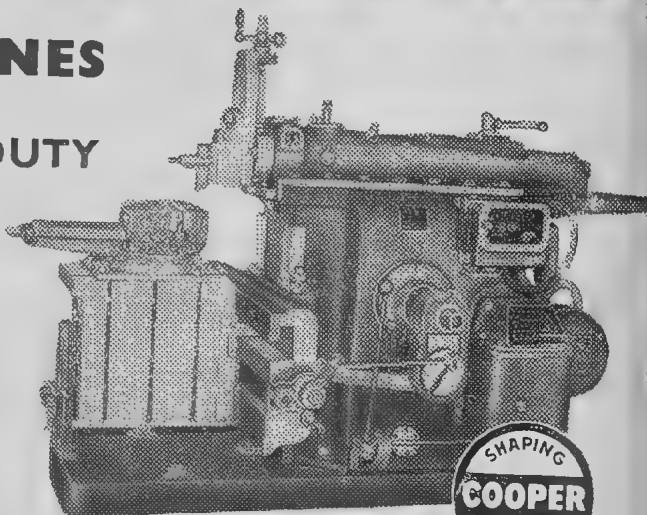
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# A RAILWAY MISCELLANY

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## Nigerian Railway Corporation

The idea of State-owned Railways, being under the control of a Statutory Corporation, appears to be infectious. The Government of Nigeria has decided in its favour and Col. R. B. Emerson, who was the Chief Commissioner of Railways in India for a year in 1946-47 and who is now the General Manager of Nigerian Railways, will be the Chairman of the Corporation. In addition, there will be 9 Members, of whom 7 will represent various interests—Industry, Commerce, Nigerian Port Authority and the Central Marketing Board. The appointment will be made by the Governor-General in Council and the tenure of Members will be 3 years, with eligibility for re-appointment. The Corporation will have the power to fix maximum charges for passengers and goods, subject to Minister's approval. The Governor-General will also appoint an Inspector, who will be independent of the Corporation, which is expected to function from April 1, 1955.

## Business Travel Season Tickets

Effective from November 1, 1954. Business travel Season Tickets are issued by the British Railways to firms paying in their names £ 5,000 a year in merchandise rail charges. One ticket will be issued for such firms for an unlimited number of journeys, over a route or group of routes, covering not less than 100 miles, on a rebate of 25 per cent in the ordinary season ticket fare over the same routes. Additional tickets will be issued for each payment of £5,000 a year by the same firm. These tickets are issued to Principals of firms or their full-time representatives for First and Third

Class, with the period of availability, from 3 to 12 months.

First and Second Class Mercantile Coupon Tickets are now issued by the Indian Railways to mercantile firms and touring Government officials, on payment of full First and Second Class fares, limited to 3,000 or 1,500 miles of travel. Whether a similar concession as allowed by British Railways may be extended to representatives of business firms for Air-conditioned Class is worth examination, for making it more attractive to such passengers.

## U.N. Economic Commission for Asia and Far East

The Third Session of the Railway Sub-Committee of the Inland Transport Committee of ECAFE was held at Tokyo between October 13 and 18, 1954. Several subjects were discussed and offers were made for practical co-operation with Asian Railway Administrations by France, India, Japan, the Soviet Union, the United Kingdom, and the United States. One of the reports presented to this session is about prevention and speedy disposal of claims which are of considerable interest to the Indian Railways, paying about Rs. 3 crores a year on compensation claims. More than the amount involved is the general dissatisfaction among users of railways, as regards insecurity to their goods in transit, which should be prevented at all costs.

The prevention work on the Indian Railways mainly rests on the Watch and Ward and the staff in running trains and at stations. The former do not receive training in police methods for tracking miscreants, and are not

armed, though there may be exceptional instances of outstanding achievement, by some of them in that direction. The Railway Police, who are drafted from the Civil Police on tenure for "order" duties, to whom investigation and conducting of prosecutions are entrusted are not, generally, familiar with inside working of railways, for ensuring success in getting convictions. The recommendations made in the report which cover a wide range on claims, merit, therefore, detailed consideration.

### Railway Training Centre at Lahore

Under the joint auspices of the Technical Assistance Administration (of U.S.) and Economic Commission for Asia and Far East (E.C.A.F.E.) a Railway Training Centre has been set up at Lahore and it was formally opened on April 3, 1954, by the Governor-General of Pakistan. It is accommodated in the North-Western Railway Walton Training School, consisting of a model room, two large class rooms, library, etc. Hostel accommodation is available up to 28 students. The equipment of the Centre is not yet complete and the library consists mainly of reports of various organisations and institutions and the technical press, as there are very few up-to-date books available to cover the subjects dealt with at the Centre.

The first Operating Course started on April 4 and finished on July 16, 1954. It was attended by 10 students—1 from Burma, 2 from China, 2 from India, 3 from Pakistan and 2 from Thailand. The staff, at present, consists of a Principal Lecturer, 2 Lecturers and 2 Assistant Lecturers for Signalling, Telecommunications and Operating.

The syllabus for the first Course was :

1. General Subjects — Fundamental differences between American, British and Continental Systems of Operating and history of their developments: Time-tables, including Map Time-tables, their use and preparation: Railway Statistics, etc.
2. Increasing Single Line Capacity—Influence of types of motive power; types of trains and train speeds: Influence of station layouts, additional crossing stations: influence of good telecommunications, etc.
3. Goods Traffic—Wagon Turn round: Wagon load traffic: Smalls traffic, etc.
4. Goods Sheds—Mechanical loading equipment, including use of pallets: Use of container and wagon carriers: Refrigeration traffic, etc.
5. Hump Yards and Marshalling Yards, Brakes, etc.
6. Passenger Traffic—Means to meet road competition and co-ordination of transport: Rail cars: Combined bus-rail stations, etc.
7. Block Systems.
8. Signalling and use of telecommunications, such as telegraph, teleprinter, radio communication, etc.

The second Operating Course was programmed to commence on October 18, 1954. An Advisory Board has been constituted to ensure close liaison between the countries of ECAFE region and the Centre and to provide a medium for Governments of the region to have a voice in the framing of its policies. It is expected that the countries of the region will take full advantage of the Centre provided at considerable cost.



# FOURTH WORLD FORESTRY CONGRESS

B. R. NANDA

Public Relations Officer, Northern Railway

**T**HE opening of the Fourth World Forestry Congress at Dehra Dun on 11th December by Dr. Rajendra Prasad, President of India was a significant event for more than one reason. That the session was held in India was a tribute to the pre-eminent position India enjoys in the field of forestry; that it was held at this time added to it a topical interest, as the best utilization of the natural resources, including the use of land is an important objective of our national economic planning.

*The President conversing with the writer  
of this article*



The First World Forestry Congress was held in Rome in 1926, the second in Budapest in 1936, and the third (under the auspices of the Food and Agricultural Organisation of the United Nations) in Helsinki in 1949. India extended an invitation in 1951 at the sixth session of the F.A.O. in Rome to hold the next Forestry Congress in India. The fact that this year the Tropical Forestry Congress was merged in the session of the Fourth World Forestry Congress enhanced its significance for tropical countries.

The common notion of a forest as something lonely and dreadful, peopled by wild beasts and waiting to be cleared is an urban superstition. The fact remains, however, that the role of forests in human welfare did not until recently receive due emphasis. Encroachments on forests were inevitable as the growth of population increased the pressure on land. The denudation of forests is a process which has continued over centuries. How to provide more food for more mouths has been a pressing world problem for which the 'reclamation of land' from forests has been treated as an easy solution. At the present one fifth of the land surface in India is under forests as against the one-third which experts consider necessary.

Deforestation has led to unexpected but unfortunate results. The desiccation of land, exposure to dry winds, lowering of atmospheric humidity, removal of top fertile soil by erosion and damage by wind-blown sand have been some of the tragic consequences of reckless felling of forests to satisfy man's hunger for land and fuel. "The

march of the desert," of which we have heard much in recent years is not a new phenomenon. It is estimated that every year half of a mile of land is claimed by the desert from the region indicated by an arc running from Ferozepore, Patiala and Meerut to Aligarh and Kasganj.

While indiscriminate deforestation has created deserts, it has also brought on floods where none existed before. Bereft of tree cover, the hill sides have been unable to conserve rain water which rushes down in torrents causing floods which swallow villages and towns, sweep away crops, cattle and houses. "The rivers of the sorrow" of which there are quite a few in India and China were not always so; man's folly has been the direct cause of nature's cruelty. While engineers

think of protective works as safeguards against the encroachments of rivers, 'foresters' can plan preventive measure by carefully executing policies of afforestation.

These and many other problems came up for discussion at the Fourth World Forestry Congress, which considered in technical detail the protective role of forests in the conservation of soil and moisture, the best utilization of forest wealth, and the formulation of national forest policies. More than four hundred delegates from all over the world joined in the deliberations, pooling their knowledge and experience for the common good. The venue of the Forestry Congress and the Forestry Exhibition was the Forest Research Institute at Dehra Dun, one of the finest institutions of

*Dr. Punjab Rao Deshmukh, Union Minister for Agriculture, photographed inside the Indian Railways stall*





the kind in the world, which combines forest research, forest products, research and forestry education. The "F.R.I." as it is known may be described as India's Forest University. Two beautiful halls were constructed to house the exhibition. Products of Indian forest departments and timber industry from various parts of India and the Andamans were displayed in the exhibition.

One of the largest stalls in the exhibition was that of the Indian Railways. The connection between a Forestry Exhibition and Indian Railways may not seem obvious. The railways are, however, one of the largest users of timber, whether for railway sleepers, coaches or building purposes. Among the exhibits displayed at this exhibition were models illustrating the use of timber in railway workshops. Also shown were the types of wood used for railway

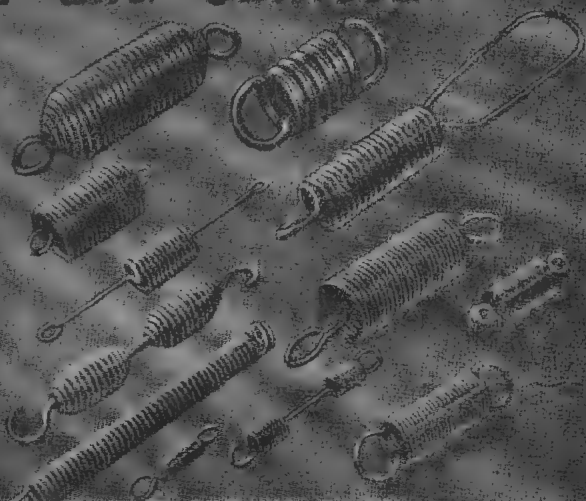
sleepers, the characteristics of treated and untreated timber, the sequence of operations in railway creosoting plants, the results of research being carried for improved utilization of timber on the railways. A number of photographs were specially prepared by the Northern, Central, Eastern and North Eastern Railways, and the Railway Research Centre at Lucknow. It was the privilege of the Northern Railway to set up the railway stall at this international exhibition and to bring out a brochure on this occasion, but it was the teamwork of railway officers and staff from the railways which made it possible to complete the assignment in time.

The Indian Railways stall was inspected by the President, Dr. Rajendra Prasad on the morning of 12th December, 1954 when he visited the exhibition.

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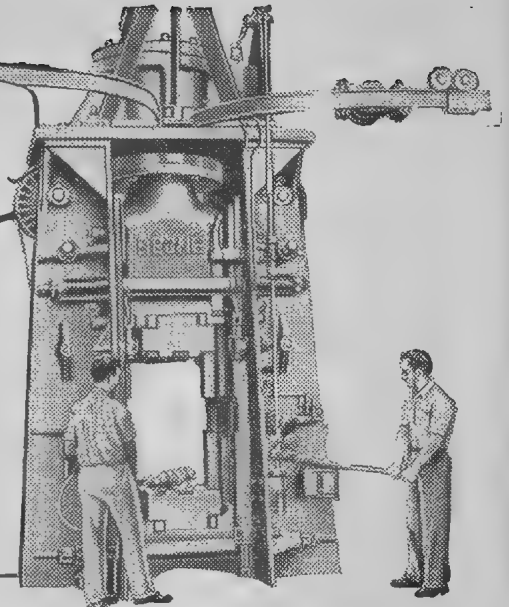
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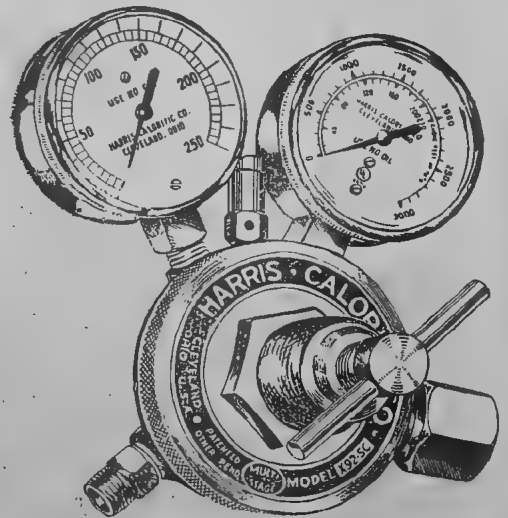
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# RAMESWARAM

## THE HAVEN OF ALL HINDUS

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T. S. PARTHASARATHY

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**T**O go on a pilgrimage is one of the ordained duties of a pious Hindu and no true follower of the religion considers his life's duty done until he has taken the holy bath in the Ganges at Benares and in the sea at Rameswaram and Dhanushkodi. Distance appears to lend a special charm to the Hindu pilgrim for, while the South Indian devotee yearns for a visit to Kasi at least once in his lifetime, his North Indian counterpart is prepared to subject himself to great trouble and expense just to fulfil his life's ambition of having a holy dip at the 'Haven of all Hindus.' When the railway did not exist, hundreds of people trekked daily to Rameswaram from the farthest corners of India.

### The Island of Rameswaram

The Island of Rameswaram is 25 miles long and for 8 miles of its length at the western end, is about 6 miles broad. The remainder consists of a narrow strip of sand running out towards the Island of Mannar. Babul (**Acacia Arabica**) trees of a peculiar umbrella form cover the sand island in places very densely. Cocoanut and palmyra palms and tamarind trees also thrive. Along the northern shore, living coral forms a barrier on which the surf beats with great fury during the north-east monsoon; the southern shore is purely sand and the moving sand dunes alongside the Railway are a noticeable feature.

*Rameswaram—A bird's eye-view*



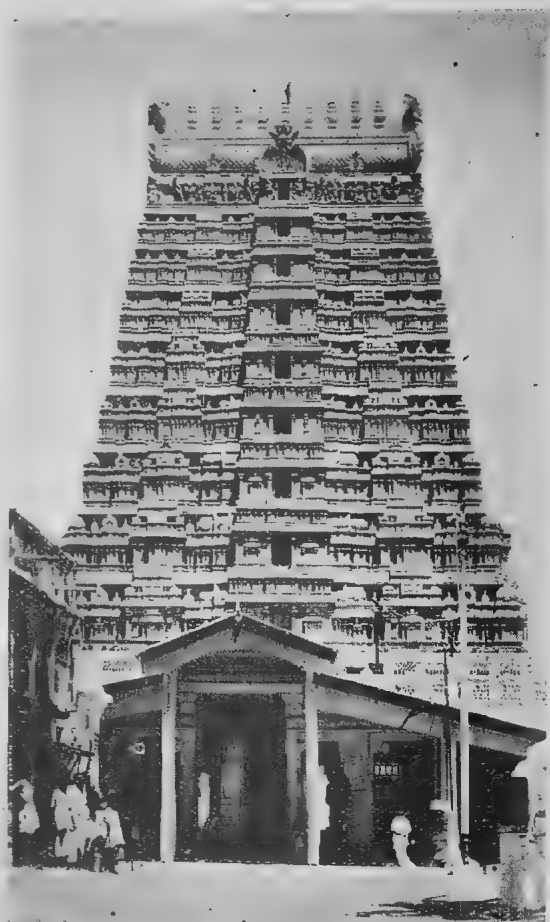
This Island is now connected with the mainland of India by a viaduct constructed by the ex-South Indian Railway in 1914 along a line of reefs  $1\frac{1}{2}$  miles long (with a Scherzer Roller Bridge over the Pamban ship channel). This unique bridge, which is the only one of its kind in India, is a remarkable engineering feat.

### Tradition

Tradition, on which the writer on Hindu temples has largely to depend, has it that Rameswaram was founded by the great epic hero Rama. The temple, which is situated on a slight rise known as the "Gandhamadhana Hill," is stated to be built at the place where Rama consecrated the lingam to expiate the sin of Brahmanicide, which he had committed in killing Ravana. The visitor is still shown a distant view of hills far out in the sea which are said to be remnants of the wonderful bridge which was built by Rama to cross over to the mythical Lanka, which some identify with Ceylon.

### Architecture

Fergusson, the Orientalist, says ; "If it were proposed to select one temple which should exhibit all the beauties of the Dravidian style in their greatest perfection, the choice would inevitably



*Rameswaram main gopuram*

*Pamban Railway Bridge—Scherzer span being opened for ships to pass*

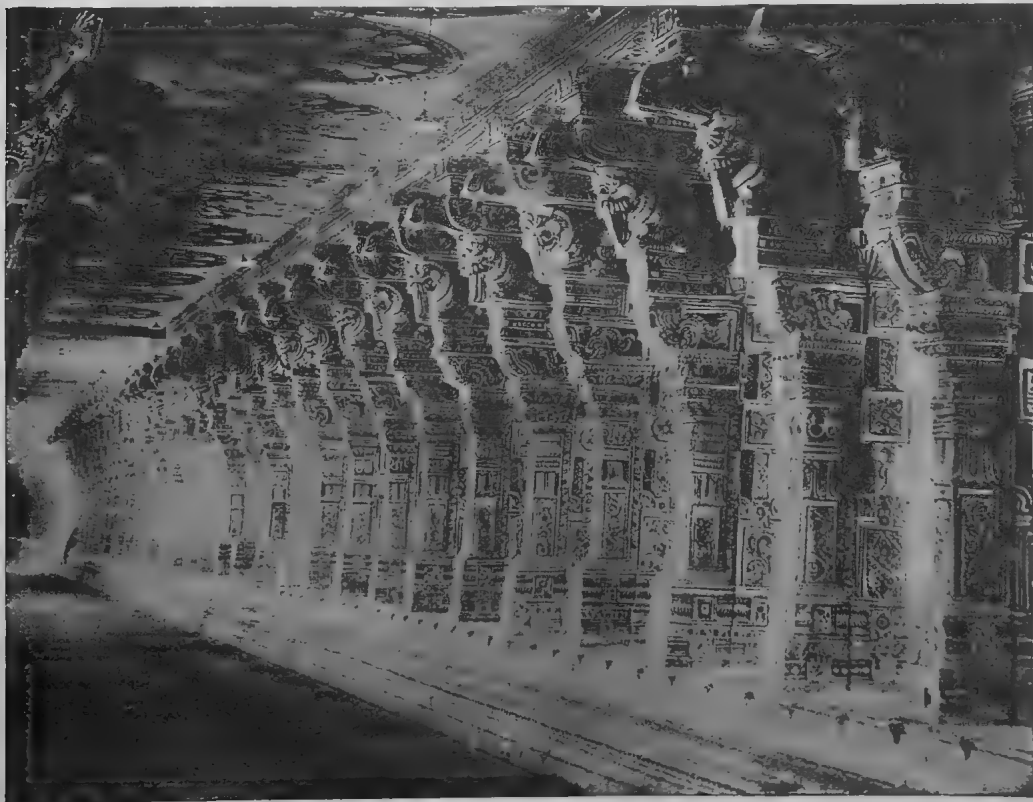


fall on that at Rameswaram, in the island of Pamban." It is a massive structure, well designed, with gopurams on each face and is noted for its beautiful corridors which are over 3,000 feet in length. The temple is rectangular in plan, and comprises three circumvallating colonnades, the outermost measuring 600 feet by 1,000 feet, the second 300 feet by 500 feet, while the innermost is merely a passage round the central shrine. Despite the ornamentation on the columns and ceilings of the colonnades being mainly wrought in plaster, and the absence of the magnificent stone carvings so lavishly displayed in other large temples, the general effect of the corridors is undoubtedly imposing. The central colonnade, known as the 'magnificent' is built of enormous slabs of stone said to be 40 feet in length which were brought to the island with extreme difficulty and at

great cost. Every Friday, the goddess Parvati, in a golden palanquin, is carried in procession through the corridors.

The chief glory of the Rameswaram temple, architecturally speaking, consists in these pillared corridors, which not only completely surround it but form avenues leading upto it. The breadth of these fine columned passages varies from seventeen feet to twenty-one feet and their height from the floor to roof is about twenty-five feet. Richly decorated pillars of good proportions and closely set continue along the entire length, each pillar being twelve feet in height and rising from a moulded stylobate five feet high. In almost every direction therefore there is an unending perspective of columned halls, those on the north and south sides being particularly effective as they are over seven hundred feet in length.

*Famous stone corridor in Rameswaram temple*





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The general scheme of the Rameswaram temple consists of a double shrine enclosed within three concentric perimeter walls, the outer of these measuring 880 feet by 672. The remains of the original shrine are still in evidence and these comprise a few small structures near the western exterior belonging to the twelfth century. There is a very fine gopuram on the eastern side, forming the principal entrance to the second enclosure, which was begun about 1640 and then left unfinished, to be completed within modern times. It is in eleven stories and about 150 feet high, with good proportions and the contours of its angles straight and strong, the scheme of decoration being of the architectural order without much figure work.



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## **SOUTHERN RAILWAY**

### **TENDER NOTICE**

**Quilon-Ernakulam Railway Construction**  
—Section II—Kottayam to Mavelikara  
—Earthwork in Formation, Service  
roads, etc., for the second six miles from  
Kottayam towards Mavelikara.

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders upto **13-00 hours** on **19-2-1955** for the above.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office, or from the Executive Engineer, Quilon-Ernakulam Railway Construction, Ernakulam South or from the Assistant Engineer, Quilon-Ernakulam Railway Construction, Quilon upto **12-00 hours** on **17-2-1955** on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Masters, Ernakulam South or Quilon, for payment made towards the cost of tender forms at the rate of **Rs. 10** per set of tender forms and **Rs. 2** per spare schedule, only if available, which amounts will not be refunded.

An earnest money of **Rs. 10,000** is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, before **15-00 hours** on **18-2-1955**.

Income-tax Clearance Certificate, in original, should be attached to the tender.

Tenders will be opened at **11-00 hours** on **21-2-1955**.

The Chief Engineer does not bind himself to accept the lowest or any tender.

## **SOUTHERN RAILWAY**

### **TENDER NOTICE**

**TENDERS FOR "ARKONAM: ADDITIONAL  
TRANSHIP FACILITIES AT: GOOTY  
DISTRICT."**

Sealed Percentage Scheduled Tenders are invited by the Chief Engineer, Southern Railway, Park Town, Madras-3, for the above work to reach him not later than **12 noon** on **Wednesday, the 23rd February, 1955**.

2. Tenders should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13, on production of a receipt for the sum of **Rs. 10 (Rupees Ten only)** paid to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore towards the cost of the form. Extra copies of the form can be had, if available, on payment of **Rs. 2 (Rupees Two only)** each. In no circumstances will the cost of the Tender Form be refunded. The tender form is not transferable.

3. Tender forms will be issued upto **15 hours** on **Monday, the 21st February, 1955** only.

4. Earnest money of **Rs. 4,500 (Rupees Four Thousand and Five Hundreds only)** should be paid in advance to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore, not later than **15 hours** on **Tuesday the 22nd February, 1955**, and the receipt submitted along with the tender. No cheque or demand draft, etc., should be attached to the tender.

5. The total approximate value of the contract is **Rs. 2,24,000**.

6. Tenderers are required to submit **Income-tax Clearance Certificate** along with the tender.

7. The tenders will be opened at **12 hours** on **Thursday, the 24th February, 1955**, at the Office of the Chief Engineer, Southern Railway, Park Town, Madras-3.

8. The Chief Engineer reserves to himself the right to reject without assigning any reason any or every tender or part thereof and does not bind himself to accept the lowest or any tender or part thereof.

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## EXCEPTED ARTICLES

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“RAGHAV”

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**Y**OUR attention must surely have been attracted by the prominent posters at stations and the bold and black-printed notices in flashing coloured paper in the Time-Tables that the Railway Administration will not be responsible for anything that may happen to parcels or packages containing articles made of Gold, Silver, etc., unless certain conditions are fulfilled. These warnings are usually headed “EXCEPTED ARTICLES” and many must have wondered what this song and dance are for. Quite a few perhaps have concluded that here is a way by which the Railway seeks to evade the responsibility for the negligence and perhaps nefariousness of its employees.

But this is nothing new. The provision restricting the liability of the Railway, or for that matter of any carrier, in regard to packages containing articles either of great value in a small compass or very fragile but costly, has been in existence practically ever since the Railways started functioning. If it has been brought now to the forefront by the Railways, it is because from experience Railways have found that the general public are not clearly aware of the limitation of the responsibility of the Railways in regard to parcels and packages made of certain specified materials. When their claims for compensation for loss or damage are met with an uncompromising “No,” they are apt to get annoyed, assuming that the Railways are sheltering behind a technicality.

Certainly the Railway must take all possible care to see that goods entrusted to them reach their destinations safely. But the amount of care bestowed naturally varies with the article. For

instance, not very much protection is required when a wagon-load, nay, even a train-load of ballast or sand is transported; but imagine the amount of safeguarding necessary for say a consignment of currency being transferred from one treasury to another—hordes of policemen armed with guns and bayonets surround the van containing the money, and the movement is jealously watched every moment. A distinction is obviously necessary not only in the rates for the carriage between commodities of high value and those of comparative small value but also in the incidence of liability. It is unreasonable to expect the Railways to carry goods worth a few rupees and goods worth lakhs for the same remuneration. It may spell almost ruin if there is any negligence in the latter case, though in the former such negligence may not cost the Railways more than a trifling loss.

### Extra Charge

Therefore the law has entitled the Railways to demand an extra charge for the carriage of articles of high value, which have been prescribed in the act itself in the Second Schedule, and are generally called Excepted Articles. The law has also defined the liability of the Railways when such charge is not paid. Further the burden of declaring the contents of the packages containing any of the “Excepted Articles” has been laid on the consignor, for the Railways cannot know which parcel or package contains such an article. Such a provision was first introduced in England in the Carrier’s Act 1830 and it has been carried over in the Indian laws though, of course, with modifications. After

progressive legislative changes the law as it stands today reads :—

" 75. (1) When any articles mentioned in the second schedule are contained in any parcel or package delivered to a railway administration for carriage by railway, and the value of such articles in the parcel or package exceeds three hundred rupees, the railway administration shall not be responsible for the loss, destruction or deterioration of the parcel or package unless the person sending or delivering the parcel or package to the administration caused its value and contents to be declared in writing or declared them in writing at the time of the delivery of the parcel or package for carriage by railway and, if so required by the administration, paid or engaged to pay, in writing a percentage on the value so declared by way of compensation for increased risk.

(2) When any parcel or package of which the value has been declared under sub-section (1) has been lost or destroyed or has deteriorated, the compensation recoverable in respect of such loss, destruction or deterioration shall not exceed the value so declared.

(3) A railway administration may make it a condition of carrying a parcel declared to contain any article mentioned in the second schedule that a railway servant authorised in this behalf has been satisfied by examination or otherwise that the parcel actually contains the article declared to be therein."

The first thing to be noted is that the section has stated negatively that the railway will not be responsible for loss, etc. unless certain conditions are fulfilled. What happens then if the conditions prescribed are fulfilled? Is the railway responsible to deliver the goods at the destination come what may, and if unable, pay up the value? In other words do the railways become insurers in such cases? The fulfilment of the conditions prescribed relegates the railway to its ordinary position of that of a 'bailee' under certain sections of the Contract Act, which lay down that a 'bailee' shall take the same care of goods left in his custody as a man of ordinary prudence would, under similar circumstances, take of his own goods of the same bulk, quality and value. If in spite of taking such care the goods are lost or damaged the railway would not be responsible.

## Responsibility of Railways

Therefore the level of liability of the railway as carriers of "Excepted Articles" is in the absence of payment of the stipulated extra charge, far below that for the carriage of any other consignment and can be brought up to that level only by payment of the percentage charge. The payment of the increased charge does not imply an absolute guarantee for the safe arrival of the goods at the destination nor does it impose on the railway liabilities greater than those normally prescribed. It is essential that this distinction must be clearly understood, for, goods containing "Excepted articles" on which the extra charge has been paid are not 'insured' in the strict sense of the word and to that extent the use of the word 'insured' in the Second Schedule to the Act is anomalous.

The responsibility of the railway regarding parcels or packages containing excepted articles but whose value is less than the limit of three hundred rupees is the same as for any other goods. But what happens when a consignor declares that the value is less than three hundred rupees but it is found that the actual value is more than three hundred rupees? Is the owner of the goods entitled to any compensation for loss or damage, or can the railways plead that since the value is in fact more than three hundred rupees they are not responsible for the loss etc., in view of 75 (1)? It is obvious that the consignor has been guilty of a falsehood when he gave the value as less than three hundred rupees and presumably this has been done to evade payment of the extra charge to the railway. The wording of the Act seems to indicate quite clearly that what is intended is the actual value and not the declared value for purposes of assessing the liability of the railways.

Although there has been at least one judgement holding the contrary view that the railway cannot plead 75 (1) as a defence in such cases though under section 75 (2) the owner is not entitled

to recover more than the declared value, a little thought will convince us that the value for purposes of the Act should be the actual value of the goods and not the declared value. In the first place the wording of the section seems to indicate this meaning. Secondly, contrast the position of one consignor who has honestly declared the true value as more than three hundred rupees but has not elected to pay the extra charge with that of another who has given a false declaration of value and has underestimated it below three hundred rupees to evade payment of the extra charge. Should the latter by virtue of an untruth get additional protection which the former does not get? Surely the law should not serve such ends. Further the Act does not require the value to be declared when it is less than three hundred rupees. Therefore if a declaration is made specifically that the value is less than three hundred rupees while in fact it is not so, it can only be to evade the extra payment but at the same time obtain protection, at least up to three hundred rupees. What happens to a consignor who makes no declaration at all but whose goods contain "Excepted Articles" of value more than three hundred rupees? He has absolutely no claim at all against the Railway because he has made no declaration as required by the Act and has not paid the extra charge. Why then should a person who has deliberately made a false declaration with the motive of evading payment of the percentage charge get any extra benefit merely because he has made an untruthful statement?

Also again consider why exactly this protection is given to the Railways? It is because the Railways take greater risk and consequently bear a greater responsibility in the carriage of these articles. In the case of articles of great value such as gold and diamond ornaments etc., what is this greater risk but that of possible theft? And what governs the risk of that theft? The actual value of the article and not the

'declared' value. Similarly in the case of fragile articles, are not the Railways entitled to know the exact nature and value so that they may take suitable steps for safe transit? The very fact that an underestimation of the value is made, means that the Railways may not bestow the special care necessary whereas they run the same risk of damage as in carrying an article of the true value. In view of all that has been stated above it does appear that the Act requires, or should require, the actual value to be declared and the benefit of protection cannot be extended to consignors who deliberately underestimate the value to escape payment of extra charges.

What is understood by the word 'value'? For instance, an heirloom handed down from generation to generation may have great sentimental value to the consignor but is this the value for purposes of this section? Obviously not. The value is that which can be assessed by an independent expert, and sentiment should have no part in it. In a mixed package of "Excepted" and non-excepted articles the provisions of this section will apply only if the value of the "Excepted" articles contained in the package is more than three hundred rupees.

### Conflicting Views

There have been conflicting views on the exact import of the words "package" or "parcel." Some courts have held that the words mean that the consignment should be packed, and unpacked or uncovered articles such as silver bars cannot be considered as coming within the purview of this section. Some other courts have held the view that "package or parcel" should be taken in a general sense and bars of silver carried unpacked do constitute "packages or parcels" contemplated here. Considering the purpose for which this provision has been made, viz. to compensate the Railway for the extra risk involved, it

*(Continued on page 66)*

# SOUTHERN RAILWAY

## TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites sealed **PERCENTAGE SCHEDULE TENDERS** to reach him not later than 15 Hrs. on Thursday the 3rd March, 1955, for the work of stone ballasting and working material trains in connection with the work of re-sleepering with M.G. CST-9 sleepers (N+3) in lieu of existing wooden-sleepers for 20 miles from Mile 465/8 to 485/8 between Bezwada-Guntakal Section. Total approximate value of contract Rs. 78,900.

2. Tenders should be submitted in the prescribed form, obtainable from the **Office of the Regional Engineer, Mysore**, on production of a receipt for the amount of **Rs. 2 (Rupees two only)** for each form paid to the **Regional Accounts Officer**, Southern Railway, Mysore or Trichinopoly, or Chief Cashier, Madras, towards the cost of the form. Extra copies of the form can be had, if available, on payment of **Rs. 2 (Rupees two only)** each. In no circumstances will the cost of the tender forms be refunded. The tender form is not transferable.

3. Tender forms will be issued upto 15 hours on Tuesday the 1st March, 1955, only.

4. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for the Guntakal District in the printed Schedule of Rates, a copy of which can be had from the Office of any District Engineer on the Mysore Region on payment of Rs. 5 (Rupees five only). The quotations shall also be based on the Southern Railway Specifications of Works, a copy of which can be had from the Office of any District Engineer on the Mysore Region on payment of **Rs. 3 (Rupees three only)**, in cash or by Money Order. Copies of the Printed Schedule of Rates and the Southern Railway Specifications of Works may also be had from the Regional Engineer's Office, Mysore, on production of a receipt for the amounts mentioned above, paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly, or to the Chief Cashier, Southern Railway, Madras.

5. An Earnest Money of **Rs. 1,580 (Rupees one thousand five hundred and eighty only)** should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly, or Chief Cashier, Madras, **not later than 15 hours on Wednesday the 2nd March, 1955** and the receipt submitted along with the Tender. No Demand Draft, or Cheques, etc., should be attached to the Tender.

6. Tenderers are required to submit Income-tax Clearance Certificates along with the Tender.

7. The Tenders will be opened at 11 hours on **Friday the 4th March, 1955**, at the **Office of the Regional Engineer, Mysore**.

8. The **Regional Engineer** reserves to himself the right to reject any or all the tenders without assigning any reason.





# SHORT STORY

## AUTOMOBILITIS

Mrs. RAMA SRINIVASAN

**O** H, isn't that marvellous ! When are you going to buy the car ? " asked my wife excitedly, when I told her the good news.

It never rains but pours. After getting caught in a groove for years, I was suddenly pushed up the official ladder till I found myself the Publicity Officer of our Firm—a post newly created, for which I had been the chief's choice. Not only had my monthly pay doubled itself but I was also advanced a loan by the company to purchase a car. Possessing a car—a luxury so far only dreamt of—was a dream come true.

\* \* \* \*

"When are you going to teach me to drive ? " enquired my wife, a couple of months later.

"All in good time," I said hastily. "Let me learn to drive first."

"But you have learnt to drive. You take the car to office yourself," she persisted.

"Not to my satisfaction and not well enough to teach you," said I, and shelved the topic for the moment.

She had extracted a promise from me to teach her to drive but I was dreading the prospect of doing so. What with the adventures I myself had had when driving, and what with the stories one hears of the emergence of the new "menace" called "women drivers," I had nightmares about the

car and the public in the clutches of my wife.

The time came when I could no longer put off the ordeal. So we got a learner's license for her and I started my lessons. I held her down to theory as long as possible, making her study the traffic signals, Highway Code and so on, and lecturing to her about the different gadgets of the car.

When the practical lessons started, she fully lived up to one's expectation of women motorists. Female car drivers, a species by themselves—the terror of the male of the species ; who are given a wide margin by the latter on the roads, at a parking place, or elsewhere ; while watching whom drive, their male counterparts climb up a lamp post or a roadside tree—to the top rank of that species, I discovered, belonged my wife.

When she took our car out on the roads she gave demonstrations in everything one should not do while driving. Only SHE could make a brand new car clank and groan like the traditional ghost. The car did some jack-rabbitting and the engine stalled when she tried to make the car move without releasing the hand-brake. The gear box protested violently when she attempted to put the engine into gear, completely ignoring the existence of a thing called the clutch. Clang-clang went the gear when she pushed it from the first to

top without bothering about the intermediate ones. The tyres screeched, the car skidded, I groaned and clutched my head, the people on the roads scattered like so many geese, muttering curses at us, when she turned a sharp corner in the top gear at high speed. She honk-honked behind cyclists and expecting them to vanish into thin air, all but drove the car over them. In a 'not-so-wide' road, when she turned right the car came to a halt right across the road, holding up the traffic from both sides, and all the vehicles had to come to an angry, bewildered halt. Furious shouts and protests came from all sides, causing quite a furore. I took charge of the car and scooted before there was a hue and cry by policemen. The car which was giving 35 miles per gallon now gave only 25 M.P.G.

This went on till one fine day she decided she had had enough driving practice and experience to undergo the test. I put my faith in God and took her along to a friend of mine who did the testing and issuing of licenses. I was feeling so scared of her driving that I had to take her to my friend, so that she may not shame me in front of a stranger. "Please God! Let him fail her in the test," I prayed to myself. But both God and man failed me. This friend, on whom I had placed my hopes, asked me if I had taught her to drive. I gulped and replied that I had.

"Well, well," he said. "I know you of old, my dear chappie, when at college you would lend not one of your lousy books. You are the fellow who refused to loan me a decent shirt when I went a-visiting my girl friend, claiming that I would spoil it."

His words were like manna from heaven and I was brightening up so obviously that he smiled quizzically at me as he delivered the knock-out blow.

"I have no hesitation in giving your wife a driving license without any test, for I am sure you would never let her handle your car unless she were competent." He then continued, with a gallant bow to my wife, "In any case,

who but a heel like you would ever think of testing a charming lady like your wife here?"

We emerged from his office, I feigning gladness and my wife genuinely exultant.

"What a sensible fellow! Of course he could have tested me if he wanted to. I was feeling quite confident," she declared. And then continued, turning on me in anger, "To think of the fuss you made of the whole thing! Why, I could have got a license on the very first day without any bother! Only **you** can think of harassing me like this!"

She drove the car home, confident, and oblivious of the angry glances, frowns and stares thrown at her by pedestrians and drivers of other vehicles.

As we neared the gate, she asked me triumphantly, "How was the driving today?"

"Oh, fine, fine," said I, unenthusiastically, when **bang** she went against the gate-post.

Thank God, my car is fully insured, but what about the gate post?

## EXCEPTED ARTICLES

(Continued from page 63)

appears that the latter interpretation is correct.

The responsibility of the Railway for luggage which has been booked whether carried in charge of the passenger or in the brake-van is the same as for other goods. If you think, however, that by booking your wife's "Thodu" as luggage and paying the percentage charge on the declared value, you can provide for any loss en route, forget it, because the Railway insists that excepted articles carried as luggage on which the extra charge has been paid must be carried in charge of the guard. Surely your wife would rather run the risk of losing all by theft than be without the ornament even for a brief Railway journey.

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# LOST PROPERTY

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"OPRAIL"

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**H**AVE you ever left a suitcase, trunk or handbag in a train? If you have, what do you think happens to such lost or left behind articles? Now, there is an organisation on the Railway that takes care of the results of human absent-mindedness or loss of memory. This organisation is known as the Lost Property Office, and this is how it functions.

An unclaimed trunk is found under the berth of an empty carriage. This trunk is taken out at the station where it is found and deposited in the parcels office. If it is not claimed within a prescribed period, the trunk is then despatched to the Lost Property Office with full particulars of how and when found. On arrival at the Lost Property office, the trunk will be numbered and ticketed. If no clue to the owner is found from the outside of the trunk, it will be opened in the presence of the supervisor, so that the staff may find the identity of the owner from the contents. Next, a detailed inventory is made of the contents, one copy of which goes back into the trunk, and the other kept for office record. If the name and address of the owner is found he is promptly notified and asked to arrange to take delivery. If he turns up personally, he must obviously prove his ownership to the satisfaction of the Lost Property officials by giving a fairly accurate description of the contents of the trunk. His description is checked with the inventory; and if reasonably accurate, the trunk is made over and the transaction completed.

The restoration of lost property is not always so simple and straightforward. Most people when they are

able to recover lost baggage are grateful, but there are exceptions. An individual who prides himself on having a photostatic memory will reel off the contents of his trunk and try and confuse the Lost Property staff with an item which is not there, and in spite of the written inventory he will insist that some item is missing, with an implied suspicion on the honesty of the Lost Property men. With tact and patience, the staff must convince him that there has been no stealing.

It is not uncommon for passengers to lock away in their suitcases and trunks articles of high value, like gold and silver ornaments, wrist watches, cameras, etc. If any such items are found when checking a 'lost' trunk, special care has to be taken. A special inventory is made of such articles, and these are not replaced in the trunk, but ticketed and locked up on the Lost Property strongroom until claimed.

It is commonly believed that man—and woman also—prides himself on his possessions. But the Lost Property staff will disagree. One would think that articles left behind in trains would be sought after and claimed promptly. But this is not the case. Of every hundred letters sent out to forgetful owners, perhaps only fifty per cent bother to reply, or claim. The others are indifferent and do not bother any more. It is these unclaimed items which clutter up the vast floor space of a Lost Property shed, where they have to be stored for about six months, after which, according to law, unclaimed items can be sold by public auction.

If we took a stroll around a Lost Property office this is a sample of what we would find stacked there. Hundreds of steel trunks and suitcases of various sizes, shapes and colours: boots, shoes, slippers, chappals, some new, some well-worn and others rather decrepit; hats and caps and wearing apparel of all sorts, sizes and condition, both clean and unclean: machinery parts of all types: milk cans, kitchen and cooking utensils: tiffin carriers, some even with left-overs of a journey's meal: motor and cycle tyres: umbrellas: walking sticks from the elegant malacca cane to the thick skull-cracking lathi: hurricane lanterns, electric flashlights: cycles complete and incomplete: sacks of all sizes containing an amazing variety of odd assortments and items. The variety and extent of what finds its way from trains into a Lost Property office can only be believed when seen.

The Lost Property office does not only handle what is found in passenger trains, but also unclaimed merchandise. How do such cases arise? One trader will place an order on a supplier for more than he can afford to pay. When the consignment reaches destination, the consignee is notified to take

delivery. He ignores this. When the time-limit is up, the consignor is advised, and if he does not want his goods returned, or despatched to another destination, the unclaimed consignment then becomes unclaimed property and is disposed off in accordance with the law. Here too, the extent and variety of unclaimed property is amazing. Foodgrains, iron and steel goods, textile products, cases of medicine, tea, butter etc. are only a few examples. Eventually, all these unclaimed items go up for public auction, or where there is any State control of commodities, the matter is referred to the State authorities for instructions as regards disposal.

If the Lost Property official is a cynic, every time he looks around and sees the conglomerate collection of human forgetfulness or indifference, he may be tempted to say, 'what a heap of junk!' But he knows that in spite of what may be his personal reaction, it is his job to take care of every item that finds its way to the Lost Property warehouse until claimed by the rightful owner, or eventually disposed off by public auction if not claimed.

*New Booking Office recently opened at Bezwada*

*Courtesy: 'Andhra Patrika'*



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# THE FOUR JUST RAILWAYMEN

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( SHORT STORY )

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**N**ANU was a Railway Guard, even as his father and grandfather had been, in the same railway. When he joined service his grandfather had told him "Times have changed. People demand punctual trains and helpful attention. Be positively helpful. Applying rules may annoy, but don't aggravate annoyance by being rude. A passenger may annoy you but win him over by being calm and polite."

But Nanu did not realise the value of the old man's advice. He thought he knew which side of his bread was buttered. His policy was to keep upper class passengers in good humour and to leave the rest to shift for themselves. Outside his work, he had a number of friends. He always helped them when they travelled. They liked him much. They even elected him President of the local Social Club.

He was the Club President for the year 1954. He got up a big show in the Club on 15th August (Independence Day). Several speeches were made on the occasion. Most speakers insisted on the common man's rights. They made harsh references to officials. One among them went so far as specifically to refer to railway staff being rude and unhelpful to Class III passengers.

On his way back home, Nanu met some fellow-railwaymen who were good friends of his. He told them of the disgusting speeches he had to put up with. He said: "I sensed a new hostility to us. Fancy it from those we have been helpful to! They arrogate to themselves the role of champions of the Common Man. It seems we are indifferent to him. We do our work.

Our records are clear. What more can we do?"

One friend said: "I think I understand the change in the public attitude towards us. Why did Gandhiji dress poorly and travel third? He wanted to identify himself with the ordinary, unknown and neglected people—the masses. He fought for them. He got freedom for them. They demand redress. Others, like your Club speakers, want to run with the hare and hunt with the hounds."

Another friend said: "We are all common men. We forget this fact. Because we are known on the home-line, we get advantages in getting reservations, etc. Because we are unknown on other railways, we invariably face the same difficulties as regular passengers do. Even if we state who we are, officials on other Railways are more often than not far from helpful.

Yet another said: "The other day I was at a marriage reception. The group which I was thrown into comprised strangers to me. They talked all the time about railways. It was all about uncomfortable travel and unhelpful and rude staff. Many incidents were described and they were not at all imaginary. I listened helplessly. Thank God, they did not know me as a railwayman. But I felt uncomfortable."

The first one said: "Last week I had to go to my village urgently. There was no time to get a pass or P.T.O. on the other railway. I bought a ticket. Nobody knew me at the station. I did not dare to enter the booking office. There was a terrible rush outside the booking window. The

booking clerk was reading a newspaper! It took me one hour to get my ticket. The whole thing made my blood boil."

The second one said: "Last year I went with my people to Kashi. What an ordeal the trip was! Luggage porters demanded exorbitant charges. Beggars pestered us both at stations and in trains. Ticketless travellers added to overcrowding. Ticket-checking staff were generally indifferent. All these apply to our railway also. But do we care enough and do our bit to remedy matters?"

The third one said: "What do we do? When the shoe pinches us we are indignant. When others complain to us many of us are indifferent, unless the complainant is obviously a person of some consequence. And why are we indifferent to the others? They are the people Gandhiji specially identified himself with. Let alone other isms. Let us have realism. But what can a few of us do?"

Nanu said: "We can make a start. An hour ago none of us realised all that we realise now after our useful chat. We four can resolve right now to go all out to serve Class III passengers. They are the public. They form the bulk of the nation. They employ us to serve them. We have so far been in a fool's paradise feeling like high caste cooks employed by low-caste people."

The others agreed. It was decided that each should convert others likewise. What four men started six

months ago to-day covers hundreds. Their motto is "We Are Public Servants." They call themselves WAPS. They wear a label button with "W" on it. When they meet, even as strangers, they feel like friends. The spirit of service binds them together.

Among the WAPS, one calls another "Sir" irrespective of their status. This is a symbolic and constant reminder to be polite and courteous to passengers. The WAPS have neither an elaborate organization with a Secretariat nor a hierarchy of office-bearers. Nanu issues the buttons and keeps a list of those to whom they are issued. The only expense is on the buttons which are paid for by the receivers.

With the button a small printed slip is issued. It reads: "If you are responsible for a public complaint you cease to be one of us. You must then surrender your button. But you can be one of us again if you don't cause any complaint for 3 years." Some cling to their buttons when they should have surrendered them. The others don't mind for they can do no harm, nor is the ideal anyone's monopoly.

Already many passengers and traders know what the button represents. It invests the wearer with a responsibility and with no rights. Correct conduct is expected of him. It covers politeness, honesty and efficiency. "Are you not WAPS?" embarrasses the buttonless one. "Behave like WAPS" is an effective admonition to the buttoned one. The WAPS hope one day to number tens of thousands.







### RAILWAY INSTITUTE, BEZWADA

The Annual General Body Meeting of the Railway Institute, Bezwada was held on 19th December 1954 in the Institute premises. There was a record attendance of Members. The Meeting was presided over by Sri P. M. Natarajan, Chairman, Railway Institute, Bezwada and D.T.S., Bezwada.

After the presentation of the report by the Hon. Secretary, the following were elected members of the Managing Committee for the year 1955.

**Vice-Chairman :** Sri Ch. Sivarama Sarma, Clerk D.M.E's Office, Bezwada.

**Members :** Sri K. Nageswara Rao, Engine Examiner, Bezwada ; Sri K. Seetharama Rao, TXR/Bezwada ; Sri K. Bhaskara Rao, Fireman, Bezwada ; Sri B. Sambasiva Rao, Carriage Cleaner, TXR/BZA ; Sri K. Srihari Rao, Clerk, L. F. Office, Bezwada ; Sri T. Basappa, TTE, Bezwada ; Sri P. Ramana Rao, Guard, Bezwada ; Sri K. Ramulu, Coupling Porter, Bezwada ; Sri K. Rama Rao, Clerk, DTSO, Bezwada ; Sri M. S. Murthy, APWI./NZD.

Messrs. K. Nageswara Rao and K. Seetharama Rao were elected Hon. Secretary and Hon. Treasurer respectively.

As usual, the Annual Tournaments were conducted this year also. Mr. Ramana Rao, Guard, BZA was the recipient of the Individual Championship Cup, since he secured the maximum Number of points in the games conducted. It may be mentioned here that he



*Guard Ramana Rao, Individual Champion*

represented the Southern Railway in the recently held Inter-Railway Volley Ball Tournaments at Lucknow and he is also the holder of the Doubles-Winners Cup in the Inter-Regional Tennis Tournaments held this year in partnership with Sri Bhagavandas, Clerk, TXRO, Bezwada.

The prizes were distributed by the Chairman for the Winners and the Runners-up.

## TRICHINOPOLY ANNUAL SPORTS MEET

The Annual Athletic Meet of the Southern Railway Athletic Association, Trichinopoly Region, was held at the Bell Recreation Ground, Trichinopoly Junction, on 16th, 17th and 18th December, 1954. Sri B. C. Desikachari, Chief Operating Superintendent and Chairman of the Southern Railway Athletic Association presided and distributed the prizes on the final day.

Addressing the vast gathering of Railwaymen, Sri Desikachari said that he was not new to the Southern Railway, as he belonged to the Ex-M. & S. M. Railway. He was only away from their Railway for a few years temporarily. During the time

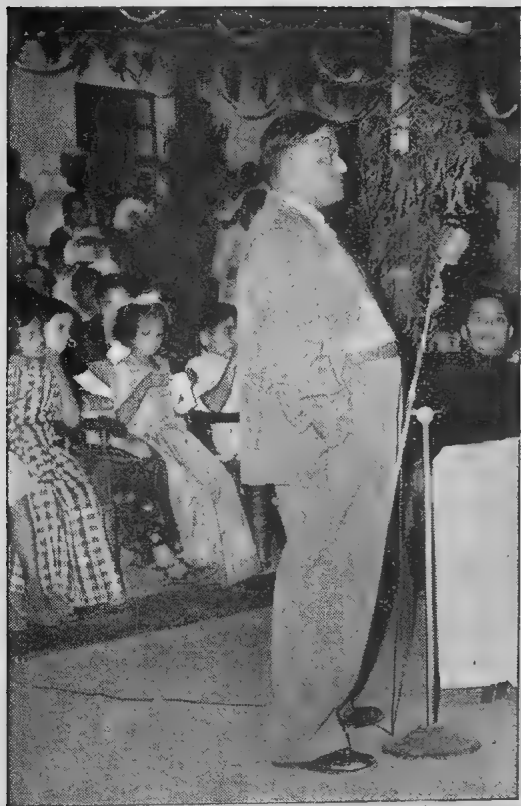
he was elsewhere, he had been closely following the athletic activities, and achievements of the Southern Railway and felt proud of the laurels they won. Some of their athletes had given a splendid account of themselves in the Inter Railway Sports.

Congratulating the winners and runners up in the various events on their well-merited success, Sri Desikachari said that sports helped not only to keep them in a fit state of health but also helped to build in them that character, personality, teamspirit, co-operation and fellow-feeling, which were so very necessary to make a man a real 'sport' in life and to make him 'play the game.'

Sri P. N. Batra, Regional Mechanical Engineer, Trichinopoly and Chairman

*Winners of the various athletic events, with the Chairman and Members of the S.R.A.A. (Trichinopoly Region)*





*Sri B. C. Desikachari, C.O.P.S.  
speaking on the occasion*

of the Athletic Association of the Trichy Region, gave an account of the records broken by the athletes during the Annual Sports. He said that Messrs. Cleur, D'Sena, Venkatesan and Vincent Martin had taken credit for setting up new records in as many as eight events.

Sri C. D. Cleur of Railway Institute, Tambaram, broke the previous year's Long Jump Record of 20'-6½" by clearing 20'-11¾". In Hop Step and Jump also, he broke his own previous record of 42'-2½" by 10". Similarly, in the 110 Metres Hurdles, he clocked 16 seconds this year, against his own previous record of 17 seconds.

Sri Vincent Martin of the Clive Institute, Trichinopoly, won the 400 Metres Race clocking 52½ seconds, thereby breaking his previous record of 54 seconds. Sri M. Venkatesan of Clive Institute, likewise, broke his own record in Pole Vault of 10'-0" by clearing 2" more. Sri D'Sena of Clive Institute also established new records of 34'-7½", 129'-11" and 102'-0" in Shot Put, Hammer Throw and Discus Throw respectively.

*S. Kothandapani of Clive Institute, Trichy, winning the 10,000 Metres Race*



Giving a resume of the activities of the Athletic Association of the Trichinopoly Region, Sri C. V. B. Menon, Honorary Secretary of the Association and Personnel Officer, Southern Railway, Golden Rock, said, "we have proved to you today by the brilliant performance of our competitors that we railwaymen believe in putting our shoulders to the wheel not only at work, but also at play."

There was recently a surprising increase in the membership of the Southern Railway Athletic Association on the Trichinopoly Region, Sri Menon added, which was clearly indicative of a general consciousness among the railwaymen that they should keep themselves fit and healthy, not only for their own happiness, but also to enable them to put their best foot forward in their service to their country and the millions of their countrymen who use the Railways.

### **SOUTHERN RAILWAY WIN COIMBATORE SOCCER**

Southern Railway, Madras, defeated Lucky Star, Cannanore, Malabar league champions, by three goals to nil in the final of Fourth Annual Football Tournament conducted by United Football Club at Coimbatore on January 18,

1955 on the City Municipal High School grounds.

The Railway were deserving winners. They played exhilarating football, excelling in ball control and shooting ability.

The Railway were superior in all departments and their forwards displayed good understanding and they were better marksmen than their rivals.

Both teams started nervously and the match did not come to expectations. The game grew fast afterwards and exchanges were even. Immediately after start, Cannanore raided Railway area and forced a corner. But it was not utilised. The Railway team pressed hard and transferred play to Cannanore area. In the 22nd minute Gangaraj, inside-left of the Railway after getting past most of the defenders, scored the first goal. At half time, the score was 1-0.

After resumption Padmanaban, inside-left of Cannanore sent in a fine centre which Balan, outside-left, missed very badly. Again midway in the second half, Cannanore missed an easy chance as Hugains, right-out, shot wide with only the goal-keeper to beat.

*Tug-of-War —Officers' Team, Trichy, in action*



The Railway deep defenders foiled all moves to reduce the margin made by the Cannanore forwards. Just before close, Gangaraj completed the tally and incidentally scored his second goal off a fine centre from Venkataraju, outside-right.

Mrs. Gouri Nambiar, wife of the District Collector, distributed the trophy and individual cups, all donated by G. N. Sam and brothers of C. S. and W. Mills, Coimbatore.

**SOUTHERN RAILWAY, MADRAS :** Bashu, Mallick and Rakkan ; Thagaiyudeen, Ponnuswami and Rangaswami ; Venkataraju, Gangaraj, Selvaraj, Madurai and Dhanakoti.

### **SRI PREMKUMAR OF SOUTHERN RAILWAY BREAKS A STATE RECORD**

Sri S. Premkumar of Southern Railway broke the State record in the 800 metres event of the Southern Railway Athletic Association inter-regional athletic meeting at Perambur on January 8.

He beat the record holder G. Lakshmanan by bettering his time by .6 seconds, which he had set in 1951, when he returned one minute 58 secs.

Sri K. Bosen was the outstanding athlete and won three events—the javelin, high jump and shot put. He easily annexed the individual championship by securing 25 points.

Sri B. Venkataraman, Chief Mechanical Engineer, presided and Srimathi Venkataraman distributed the prizes. Sri D. B. Patel welcomed the gathering.

The results are as follows :—

100 Metres : D. Bhaskaran 1, W. A. Draper 2, M. Shanmugham 3—Time : 12 secs.

200 Metres : D. Bhaskaran 1, W. A. Draper 2, M. Shanmugham 3—Time : 23.4 secs.

400 Metres : G. Lakshmanan 1, N. Kelly 2, T. A. Krishnamurthy 3—Time : 53.8 secs.

800 Metres : Premkumar 1, G. Lakshmanan 2, K. Ramaraj 3—Time : 1 min. and 58 secs.

1,500 Metres : G. Lakshmanan 1, Premkumar 2, K. Ramaraj 3—Time : 4 min. and 23 secs.

5,000 Metres : Shanmugham 1, Audimoolam 2, B. P. Selvaraj 3—Time : 16 min. and 22.8 secs.

10,000 Metres : Audimoolam 1, B. P. Selvaraj 2, P. Kalimuthu 3—Time : 36 min. and 6.6 secs.

Discus : N. Foxen 1, K. Bosen 2, R. Rapson 3—Dist. : 105 ft. 5 ins.

Hammer : J. H. D'Silva 1, R. Rapson 2, K. Bosen 3—Dist. : 71 ft. 7½ ins.

Hop, Step and Jump : K. K. Nayar 1, D. Bhaskaran 2, Philominathan 3—Dist. : 42 ft. 5½ ins.

Pole-Vault : K. K. Nayar 1, K. Bosen 2, C. Omer 3—Ht. : 11 ft.

Shot Put : K. Bosen 1, L. Ellery 2, G. H. Silva 3—Dist. : 33 ft. 11½ ins.

Long Jump : K. K. Nayar 1, K. D. Dandayuthapani 2, D. Bhaskaran and E. A. Hawes 3—Dist. : 20 ft. 4 ins.

Javelin : K. Bosen 1, E. A. Hawes 2, Ellery 3—Dist. : 173 ft. 11 ins.

110 Metres Hurdles : T. A. Krishnamurthi 1, K. Bosen 2, Gnanaraj 3—Time : 16.4 secs.

4×400 Metres Relay : Madras Central 1, Erode 2, Indian Railway Institute, Perambur, 3.

400 Metres Hurdles : T. A. Krishnamurthi 1, Anthony 2.

4×100 Metres Relay : Perambur Institute 1, Erode 2, Madras Central 3—Time : 48 secs.

10,000 Metres Cycle Race (Open) : M. Mohan 1, B. S. Mani 2, M. Kannappan 3—Time : 19 min. 48 secs.

### **WESTERN RAILWAY TRIUMPH**

The Western Railway won the Inter-Railway table-tennis tournament, conducted by the Southern Railway Athletic Association, defeating the

Eastern Railway by three matches to one at the Stadium on January 5, 1955. For the winners S. V. Rengaraj played well. He won both his singles and figured in the doubles victory also.

Toon Gosh (Eastern Railway) won the singles final of the family event beating S. Krishnan (Central Railway) by 21-14, 21-19.

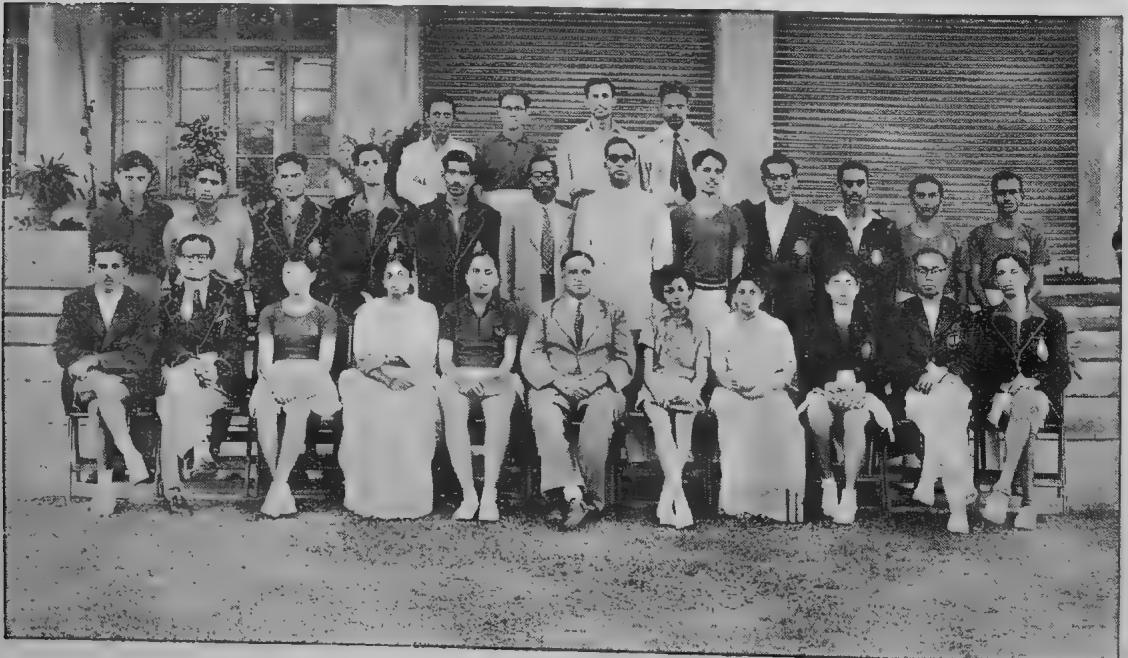
Sri B. C. Desikachari, Chairman of the Athletic Association, welcomed the gathering. Sri T. A. Joseph, General Manager, Southern Railway, who presided, complimented Rengaraj on his fine display. Mrs. Joseph distributed the prizes. Sri N. Seshachalam, Secretary of the Athletic Association, proposed a vote of thanks.

The following are the results : S. V. Rengaraj (Western Railway) beat D. N. Lahri (Eastern Railway) 21-10, 21-12 ; D. N. Lahri beat D. Abraham 21-12, 21-11 ; S. V. Rengaraj beat A. Halim 21-12, 21-16 ; Rengaraj and D'Mello beat Lahri and Dutta 19-21, 21-11, 21-12.



*Sri T. A. Joseph  
complimented the winners*

*Group photograph taken on the occasion of the Tournament*







*Mrs. Joseph awarding the Cup to S. V. Rengaraj (Western Railway)*



*The Western Railway representative receiving the Trophy from Mrs. Joseph*

## INTER-SHOP TOURNAMENT, PERAMBUR, 1954-55

The Southern Railway Athletic Association (BG Region) conducted the following games as part of the Inter-Shop Tournaments for the year 1954-55 :

|             |     |         |
|-------------|-----|---------|
| Hockey      | ... | Elevens |
| Volley Ball | ... | Threes  |
| Kabadi      | ... | Sevens  |
| Foot-Ball   | ... | Elevens |

This year, 11 teams participated for the Hockey Cup, 5 for the Volley Ball Cup, 9 for the Kabadi Cup and 14 for the Foot-Ball Cup.

The CR shop won the Hockey Cup in the replay of the Finals on 8-12-1954 defeating the Combined Offices, Eleven, by 3 goals to 1. For the Winners, Mr. John at the goal and Mr. Arokiaswami and Mr. Pears in the forward rank were outstanding and for the Runners-up, Mr. T. Dick played well. Mr. C. J. H. Conran, Carriage Works Manager, presided over the prize distribution function and Mrs. C. J. H. Conran

distributed the prizes to the Winners and the Runners. Mr. V. S. Ramaswami, Chairman of the Inter-Shop Tournament and Loco Works Manager, Perambur, proposed a vote of thanks.

The Yard shop annexed the Volley Ball Cup defeating the Wagon shop in the Finals which was played on 5-12-54 by 2 goals to 1. Messrs. Narasimhachari and Kuppaswamy played well for the Yard shop while Rajabathar was the best player from the Wagon shop. Sri K. Visvanathan, Asst. Loco Works Manager, presided over the prize distribution function and Srimathi Visvanathan distributed the prizes. Mr. D'Costa, Convenor of the Volley Ball Sub-Committee and Foreman, Smith shop, proposed a vote of thanks.

The Combined Offices won the Kabadi Cup for this year beating the CR shop by 32 points to 15 in the Finals played on 18-12-1954. The outstanding

*(Continued on page 80)*



# STAFF NEWS

## DR. SOMASEKHAR RETIRES

Dr. E. Somasekhar, L.R.C.P., M.R.C.S. (London), F. R. C. S. (Edinburgh), D.P.H. (Liverpool), Chief Medical Officer, retired on 31st December 1954 after 25 years of service on this Railway.

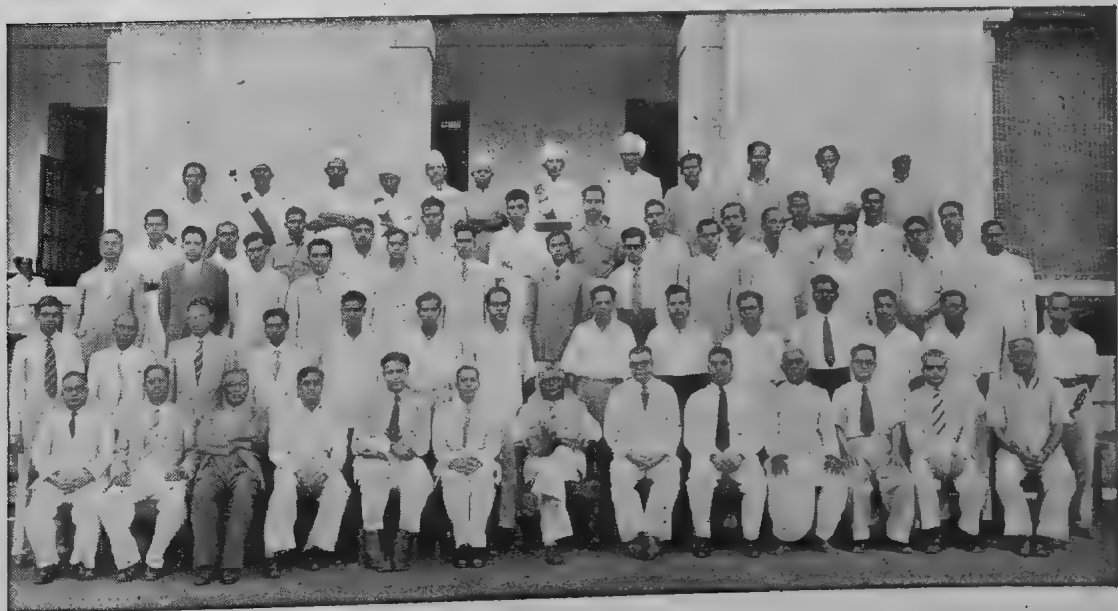
Hailing from Bellary, he, in spite of his modest means, equipped himself by virtue of hard work with high professional qualifications including many from institutions in the United Kingdom.

Joining the ex-M.S.M. Railway as a Gazetted Officer in 1929, he served as District Medical Officer in the Guntakal, Bezwada and Madras Districts. He was promoted as Chief Medical Officer of the ex-M.S.M. Railway on



Dr. E. Somasekhar

*Group photo taken on the occasion of Dr. Somasekhar's retirement*



23rd January 1949. With the integration of the ex-M.S.M., S.I. and M.S. Railways on 14th April 1951, he was posted as the Chief Medical Officer of the first integrated zone of Indian Railways.

Endowed with a remarkable sincerity of purpose and high integrity, he never spared himself to do what he considered was the best for the Administration he served. His great professional ability was responsible for raising the standard of the medical work done in railway hospitals. The selfless service he rendered to all classes of railway staff irrespective of their status was largely responsible for the confidence which railwaymen now repose in railway medical institutions. The increased administrative burden imposed on him as a result of elevation to the post of Chief Medical Officer did not deter him from still placing his professional ability at the disposal of railwaymen.

As an administrator, he was firm and just in dealing with the staff. The ability with which he proceeded to solve the numerous administrative problems that cropped up after the integration was responsible for the honour conferred upon him by the Railway Board for submitting his recommendations on Planned Expansion of Medical Facilities on Indian Railways.

During his tenure of office as Chief Medical Officer he was greatly responsible for modernising the medical institutions on the Southern Railway. Railwaymen of the Southern Zone will long remember him for his having obtained the sanction and provided additional dispensaries and hospitals.

A keen tennis player and able speaker, Dr. Somasekhar was very popular with officers and staff alike. Officers from the various departments of this Railway gave him a farewell party at Hotel Oceanic on December 29.

## SPORT

(Continued from page 78)

players were Sri G. Krishniah for the Winners and Sri Dakshinamurthy for the losers. Sri S. Dharmalingam, Asst. Personnel Officer, Medical and Electrical, Madras, presided over the prize distribution function and distributed the prizes. The vote of thanks on the occasion was proposed by Mr. Narayanaswami, Convenor of the Kabadi Sub-Committee.

The number of entries for the Foot-Ball Tournament this year was the record indicating clearly the tremendous enthusiasm for this game in Perambur. The programme of games announced originally had to be modified substantially due to the unprecedented rains in December. As a result, the Finals was played only on 5-1-1955 between the CR shop and the Boiler shop. The teams were equally matched and the large crowd that had gathered to witness the match were treated to some highly interesting and polished game of a high standard. The Boiler shop won the event by 1 goal to nil, the solitary goal having been scored by Mr. Rajabathar. Other players who distinguished themselves were Gurunathan of the Boiler shop and John of the CR shop. Sri C. V. Gopal, Asst. Personnel Officer, Operating and Member in charge of the Southern Railway Athletic Association for Foot-Ball, presided over the prize distribution function. In his speech he expressed his pleasure in having witnessed a very interesting and well played game of Foot-Ball and complimented the player for their fine show. Sri V. S. Ramaswami, Loco Works Manager and Chairman, Inter-Shop Tournament, proposed a vote of thanks, after which the function came to an end.

The individual cups for all the events were of silver this year and were very attractive. This welcome improvement was made possible by the large number of entries and also because of the handsome allotment made by the Southern Railway Athletic Association, this year.

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## YOUR 'ZERO' HOUR

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NORA SECCO DE SOUSA

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**N**EARLY everybody has what one might call the "zero" hour, when they are feeling not at their best, just as there is another time of the day when one feels mentally and physically fitter than usual. Some people feel their brightest and best on waking in the morning and they are ready to face the world and all its worries, with a smile. At breakfast time they radiate friendliness and good fellowship. But not everyone reacts in that way, and there are other perfectly normal and healthy people who feel at their lowest in the mornings. It is only as the day progresses that they become more congenial, and are at their peak in the afternoon. Personally, I am at my best in the evening and if I could adjust my working hours then, I would willingly do so. If I have to meet someone I want to impress, or before whom I want to appear at my best, and am left with the option of choosing the hour, I would suggest between seven and nine o'clock in the evening. However, it is not always convenient to arrange meetings and business appointments at such a leisurely hour, and 9 a.m. would generally be the more appropriate and accepted hour. It has been proved that human efficiency rises and falls during the day. This "diurnal course of efficiency," as it is called, can be used to get more things done, but no two people follow the same general pattern. What is an undeniable fact is, that there is gold in the day's early hours if we will and can exert the extra efforts to establish morning work habits.

It is a great advantage therefore to know when your own "zero" hour happens to be, and a sensible plan is to act upon your knowledge. If you

are one of those people who feel well in the early mornings, you should make your business appointments as early as possible, postponing afternoon meetings to the next morning. In the afternoon you can do routine work. The point to remember is to keep your most important jobs for the time when you feel fresh and are able to do due justice to them and to yourself. Of course not all of us can choose or fix the time that we would wish to work, but many of us can so arrange to deal with the difficult part of the daily round and the common task when we feel most efficient. Once you have discovered these hours, you can act accordingly. If you cannot put off work or re-arrange it, you can bolster yourself up. You can prepare to bring in your mental reserves and with the will to overcome your "zero" hour you will, at least, be your normal self. The zero hour becomes really dangerous on the roads, and may mean either your life or some one else's. Whether you are driving your own car or just crossing the roadway, there is danger in giving way to "zero" hour lassitude. Statistics reveal that most road accidents occur between five and six in the evening when weary drivers and pedestrians are returning home from their offices and places of employment.

So remember when you are next driving back from office any afternoon and feeling that you are sitting on top of the world, that there may be some people who may be feeling low in spirits and "in the dumps" just at that particular time. Perhaps they have had a trying and busy day and are just relaxing and dreaming. That is how accidents occur. It is recorded that the French Revolution started in the afternoon, when the rabble were at

their lowest ebb. It does seem true that this a spell during the whole day when most nerves are shattered and tempers frayed, and need to be revived with the indispensable four o'clock cup of tea. I know one big business magnate, however, who refuses even to go to his office in the morning, simply because he feels like working only in the afternoon. In the early afternoon when many business men are a little sleepy after a heavy lunch, he wrestles with stacks of business files. He does more work between two and six than most people do all day, and finds it a most satisfactory arrangement.

### Morning Workers

An astonishing number of self-made men and women have been "morning workers," and it helped them not only to get more things done quickly but usually better. As a young man, Goethe led a devil-may-care Bohemian existence, and for half a dozen years he interrupted this idling with occasional fits of work. Then he settled down earnestly and began the day with work. "I learned to work in the morning," he said, "when I could skim the cream off the day and use the rest of the hours for cheese-making." Later in life, when a committee was planning a Goethe memorial, they suggested using a lamp as a symbol of his industry. "No gentlemen," he said, "I have never worked at nights. I work in the mornings where the gold is." Like Goethe, John Milton as a young man, tried to turn night into day. It was not until middle life that he realised his mistake and became a morning worker, and it was after this change that he wrote his masterpiece "Paradise Lost." He started work at 4 a.m. in summer and at 5 o'clock in winter. Soldiers of course are accustomed to early hours but Napoleon, the world's greatest general, throughout his career usually got up before the bugler and worked until breakfast hours, while his rivals were accomplishing nothing. He probably believed in the Old Chinese saying "if you lose

an hour in the morning, you have to hunt for it all the rest of the day."

William Lever was one of a grocer's ten children. Starting in a small rented factory, he built up Lever Bros. Co., the well-known soap makers. He always was a morning worker, even after he became one of the world's richest men and won the title of Viscount Leverhulme. Lever arose any time between 4-30 and 6 in the morning, even when staying at one of his half-dozen estates. He took setting-up exercises, followed by a cold bath to "get the sleep out of his system," then worked until breakfast at 7-30. When his secretaries appeared, each found a full day's work laid out. Daniel Webster also came from a family of ten children. His New Hampshire farm habits of getting work under way early in the day, helped to take him on the road to fame. By breakfast he had finished a day's work for many men, and had the rest of the morning for good measure. "I never let the sun get the start of me if I can help it," he often told friends. America's most distinguished philosopher Mr. John Dewey though passed 90, still represents "the tick of the clock." This Grand Old man actively labours while others are slumbering and begins the day at the crack of dawn. Another robust example we had was the late George B. Shaw who at 93 rose with the lark and spent about six hours a day, six days a week, at his desk before lunch. Arnold Bennet deserted a law career to become a novelist and dramatist. He often started to work at 2 a.m. Rousseau whose romance "Emile" influenced education, was an early morning worker too. John Calvin's writings brought about a reformation in religion, he used to begin work at 6 a.m. Gifted Leonardo de Vinci climbed the scaffold in the convert church of Santa Maria delle Grazie at early dawn to labour for years on his painting of "The Last Supper." He worked until evening shadows made further efforts impossible.



## Domestic 'Zero' Hours

There are "zero" hours to be found in the home too, and it is not just a matter of office and desk jobs. Many women feel at their most efficient in the evening, and at their worst in the early mornings. Others are in form just before or just after lunch. It is wise usually to consider it a "zero" hour when cooking, washing dirty plates and children, and other chores are to be done, and it would be a wise policy for husbands to refrain from getting into a heated discussion with the Missus at this time. In shops, stores and in all other establishments, where one has to deal with the public, there are definitely dangers in the "zero" hour question from the assistant's point of view. Customers can be annoying at the best of times and although an assistant or a salesman may be the very acme of tact, patience, and understanding, there comes the

last straw when an exasperating buyer and the seller's "zero" hour clash. Many an important deal has been called off due to such difference in temperaments. But you can steel and guard yourself against zero hour weakness by recognizing that there are certain times of the day when you feel at your worse and at your best. Yes, the "early birds" do achieve much, but if the morning work habit does not improve your talents and output, then try the afternoons, evenings or nights. When you feel despondent or "crusty" keep to yourself until your spirits improve. There is nothing worse than under par efficiency. Read a book, go for a long walk if possible, and keep to yourself. Have a bath, have a snack, or a drink, or a nap, but remember to avoid company. In this way, although we cannot always avoid the zero hour we can at least be prepared to overcome it.

*I am never without them*

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# DREAM FANTASIES

S. R. SRINIVASA RAGHAVAN

Public Relations Office

**L**AST night I had a wonderful dream. The death of a squirrel, a woman that searched for its carcass and the sudden change of the squirrel into a human child were some of the phases of that fantasmagoria. Putting them together when I woke up was an impossible task. The building was never complete, for the tower was left unfinished; I was not able to decide whether the voice of the woman in search of the squirrel was my wife's.

During the dream all the meticulous details stood supple, seemed very easy to be caught and built upon, but immediately normal consciousness was restored, all vanished somewhere, somehow, leaving me barren of imagination to rebuild the vast story or stories that had no connection with each other. They were separate worlds that had been created, of course with the mellifluousness involved in giving birth to a musical composition and were pieces of art far surpassing the Stones of Venice and the Ruins of Hampi. But lo! they were all nowhere when I began to sit and walk and talk.

Dream psychology, I think, has a separate background and fundamentals other than those normally obtaining and hence not easily surmisable. It has no logic or reasoning about it because like God it stands above the petty laws of the seen world!

You cannot say that, because you were seriously thinking about a particular subject, you got it in a dream the very night. In fact, it is not so. You can easily guess that I could not normally have thought of a dead squirrel and a woman in search of the tiny creature. Freud and Jung will go on to explain that it was the subconscious mind at work with its own laws and

logic. Memory then, it seems, is not a repetitive force. Or as Fuller said, so many of the repetitions of memory lie beyond the scope of our consciousness that it is difficult to realise which shape they take and which colossal monument they can build.

I have had many such bizarre dreams, a vast variety of them with their crude ears, large curved noses and awful eyeballs, from my childhood. Everyone ought to have had them. Perhaps the finesse of the dream-pieces depends on the fertility of the soil of imaginativeness over which they come to life. I remember to have once had a desire to record all of them and peruse the record at a distant date to perceive the sub-conscious side of life I had lived. But recording is practically a useless proposition because you cannot clearly recollect what you saw and lived with in the dream world. I wish I had ever been dreaming, in the continuous enjoyment of the world of fantasy!

Dream psychology was perfectly portrayed in an English picture I saw in my college days. The title was "Flesh and Fantasy," if I remember right, with Boyer and Robinson in it. It began with an Insurance canvasser selling his fare to a stranger by telling three stories to him. The story side of it was good but that is not what is in my mind just now. Oscar Wilde's "Lord Arthur Saville's Crime" was one of the three and it was the second. The passage from the second to the third was the thing that beat me. It was the masterpiece that only a dream could build. Saville's Crime had its own masterly ending but the characters of the next piece coming and participating towards the concluding part of

(Continued on page 86)



## EVE: YESTERDAY AND TODAY

V. S. SHANTHALAKSHMI

**A** woman's toilet is a lengthy process and the ground work is perhaps as important as the final touches. Modern fashions decree the cleansing cream and the powder base, the careful painting of finger and toe nails with polish and innumerable other complicated procedures. But my lady of ancient India was no less inferior in the art of cosmetics. The oil-bath, the smearing of saffron on hands and feet, the painting of henna to the palms and nails constituted her make-up. Consider the village maiden, oiling and combing her hair placing the broad caste-mark on her forehead, fastening the tinkling anklets to her feet and her modern sister applying lip-stick, rouge and powder, using mascara on her eyes, seeing that her bag and shoes match her costume. Each is charming and scintillatingly beautiful in her own way. The former has the beauty of a rose, naive and simple, while the latter is like a work of art on which beauty is wrought deliberately and with care.

Dr. Rajendra Lal Mitra says in his book, the 'Indo-Aryans': 'Aryan women stained their feet and the palm of their hands with a bright crimson dye extracted from the 'Sampan'

wood. The anointing of feet with oil was also an ancient custom.' The Mohenjodaro and Harappa excavations have unearthed a number of 'Kohl' pots and sticks, which prove that collyrium or some other black substance such as 'surma' have been applied to the eyes in the place of the mascara, eye-brow pencil, etc., our modern sister applies. But the 'kohl' our ancient sister used not only enhanced the beauty of the eyes but did the dual purpose of improving eyesight too.

The kumkum on the forehead, or the streak of 'sindur' in the parting of the hair indicated the sign of coverture, which is continued even to this day. Pearl-white teeth are ever fashionable. While our sister of today resorts to various tooth-powders and pastes, our sister of yesterday had banyan twigs for brush, and charred herbal powders for tooth-powders. It is said that chewing sugarcane too made the teeth stronger and cleaner. Ancients seem to have been as conscious of the effects of bad breath then as are the advertisers of tooth-pastes now. 'Elakkai,' 'lavangam,' etc. were chewed to sweeten the breath.

The lips were stained with bright red lac. 'Kathai Kambu' chewed with pan

imparted a coral red colour even to the palest of lips and it also helped digestion. But the modern Eve use a lip-stick. The advantage that she has over her ancient sister is that she can lay hands on whatever shade of lip-stick that suits her complexion and goes with the colour of her powder.

Oil and massage played a great part in the toilet of our grandmas. The secret of beautiful, smooth, transparent skin, they maintain, is the judicious and careful application of oil. The washing of the face with powdered lentil is also a sure method of ensuring perfect smoothness and freedom from black-heads and pimples. The modern girl has confidence in cold creams, mercu-lized waxes, glycerine, various snows, etc. Our grandmas scorn at the various soaps and scents we use, and have staunch belief in the powder they prepare at home called 'odampudi.' It is a finely ground powder of 'kadalai' and 'mochchai' with many delicately scented medicinal herbs and roots like 'amukarang kilangu,' 'vetti veru,' 'kasturi manjal,' etc. The turmeric in the powder acts as a depilatory, while the medicinal herbs ensure a velvety flawless complexion and the delicately fragrant roots eliminate the need for any other perfume, thus serving three purposes at the same time.

Hair to a woman has always been her crowning glory. The songs of many a great Indian poet have immortalised the grandeur of jet black wavy flowing tresses. My lady of ancient India devoted as much attention to it as does the modern Eve. Elaborate care was taken in retaining its beauty and lustre with oil and shampoos made from various herbs and other ingredients. Oil-baths twice a week and massaging invigorated the growth of the hair. The frescoes at Ajanta and Ellora bear evidence to the innumerable artistic hair styles in vogue and indicate for posterity the various fashions then current. It would be worthwhile even for the most fashionable woman of today to take a few tips from these paintings and sculptures. Such are the styles that

they would eclipse those adopted by the greatest stars of the Indian screen.

Our lady of ancient India was no less inferior in the use of perfumes. After washing, the hair was dried with fragrant incense of black 'aguru,' 'lodhra,' dust, etc. The body was further perfumed with musk. Sandal wood paste, rosewater, 'javadh,' 'punugu' occupied the place of Evening-in-Paris, 'Seventh Heaven,' etc. of today.

In addition to these cosmetics women are always fond of flowers. But in ancient India women wore them according to the season. In spring, the season of love, women wore 'karnika,' 'asoka,' and 'navamalika,' while during autumn and the rainy season 'bakula,' 'malathi,' 'yuthika' were used.

Head ornaments are coming into vogue again. But a few years before except the bride no one indulged in head decorations apart from flowers in the hair. In olden days however pearls, gold chains, and crowns were common. Assemblages of tiny gold flowers from the back of the head were in use and might easily make a pretty ornament today instead of real flowers upon coils of luxuriant hairs. Other ornaments were innumerable. The bell-shaped ear-ring with smaller bells hanging below designed from the lotus were and even today still are typical of Indian jewellery.

## DREAM FANTASIES

(Continued from page 84)

Saville's story were something like in a fantastic dream.

There are dreams and dreams. If all the citizens of the world one day took it into their heads to have a regular Domesday Book of their dreams it would rather give us an idea of the "other" world! I would like to imagine that an incident in a particular fantasy can be linked up with another in a different fantasy and thus a full picture could be built up which is round and perceptible. For, had not the poet said that the thought world of all of us has a common foundation?



## WHOOPING COUGH

Dr. L. R. PARTHASARATHY, M.B., B.S., D.M.R.

Assistant Surgeon, Salem Jn.

**A**MONGST diseases peculiar to children, whooping cough is one that is more prevalent and most tiresome. Nature, of course, provides for infants immunity through their mothers against a number of diseases. Unfortunately, whooping cough is not one of such immunised diseases. Therefore, it has fallen to the lot of men to combat the disease by 'suffering' it!

Let us see what it is, how it affects and whether there are any preventive measures and prospects for cure.

The incidence of whooping cough is noticed more in the winter season. The disease occurs in young children between the ages of two and ten. The infection spreads through human contact. School-going children who come into contact with a child with whooping cough are prone to be attacked.

Whooping cough is caused by micro-organisms known as H. Pertussis and H. Parapertussis. That is why the disease is also named 'Perptussis.' These organisms attack the respiratory system. The membrane which serves the lungs, as a lining, gets inflamed. The organisms, which get into the respiratory system and remain there, when dead, liberate a nervous toxin and that produces this characteristic cough. When there is a grouping of spasms of

cough, there is a heavy in-drawing of the breath. A peculiar sound as 'whoop' is produced and hence it is named as 'whooping cough,' which the Tamils call 'Kakkuvan' while it is known as 'Kukka Daggu' and 'Nilavari Suma' in Telugu and Malayalam areas respectively.

Usually, in a case of whooping cough, the child develops a persistent common cold with running nose, accompanied by a harsh cough and occasionally by sore eyes. The cough persists and in the course of a week or ten days, it becomes more severe and the spasms following cough tend to be grouped. The child presents a miserable look with eyelids swollen, eyes reddened and nose running. It will be a pathetic sight to see. At this stage only, the members in the household recognise the illness as whooping cough. Fortunately at this stage the disease is not infectious. The dangers of infection lie only in its early stages, when it is difficult to diagnose.

But a note of warning is sounded that if proper medical attention is not given, complications, grave and varied may arise.

There is a tendency in many homes to leave the patient to Nature's cure. The reason for the growth of this attitude is, perhaps, their religious

sentiments. They believe that there is some supernatural agency, devils, demons etc., which act as forces of retribution or revenge against human beings for their supposed lapses or neglect towards those forces. While a discussion on such beliefs is not within the scope of this article, it might be conceded that a rational approach is essential to the health problems confronting mankind, especially when the medical science has made gigantic strides and the invention of wonder drugs, answer almost fully the challenge put up by Nature in the form of diseases.

It must be remembered that every disease has its own natural causes. And they are all almost successfully preventable too. Whooping cough is one such.

### Treatment

The time-honoured vaccine treatment still holds the field, although great relief is obtained in a good number of cases treated with antibiotics. The King Institute, Guindy prepares the whooping cough vaccine. It is usually administered in weekly doses for three consecutive weeks, the dosage being increased progressively in the order of 2, 4, 8 millions, in 2 cc amps.

As a prophylactic, it is also being administered for three consecutive

weeks with 1, 2 and 4 millions, in 1 cc amps.

The place of Aureomycin and Chloromycetin in the treatment of whooping cough deserves special mention. These antibiotics really cut short the duration of the illness bringing much relief to the suffering child.

To quote a typical case of whooping cough, I gave a child aged 1½ years some Aureomycin spersoids. There was immediate relief. And the disease was completely cured with no complications.

When the child is attacked, it must be isolated from other children to mitigate droplet infection. The child must be made to feel secure and protected from fear and anxiety as far as possible. Small feeds immediately after the attacks will be soothing. The best position for the babe is across the mother's shoulders. To facilitate easy expectoration, sharp patting over the back is suggested.

In conclusion, it should be stressed again that as the best means of prevention, vaccine should be administered to a child during the period from its sixth month to twelfth month of age.

If this precautionary step is taken in time, there will hardly be the hazard of being victimised by this exhausting and 'rib-splitting' disease.

AWAIT

## SOUTHRAILNEWS ANNUAL

APRIL 1955

A bumper issue with special features, articles and photographs, marking the completion of the first year of useful service of this popular official organ of the Southern Railway.



# GOPAL—THE FOOT-BOARD TRAVELLER

ALBERT SANTINEER

C. C. S's Office

**T**HE local train rumbled leisurely into the station, and with the grinding screech of rails, came to a halt with a final frienzied jerk. The quiescent platform was promptly stirred to life; the place was at once filled with the noise and bustle of hurrying passengers. People rushed to the nearest compartments where they were obliged to gather, awaiting their opportunity to entrain, while the intending inmates of the various compartments alighted. Soon the platform was almost deserted, except for a few, most of whom were college students and some unattached young men, whose practice it was to travel on the foot-boards of the train, on to which they jumped daintily with an affected poise and dignity.

These miscreants strutted the length of the sprawling platform and deliberately took their stand near a Ladies' compartment where, to observe and be observed, they craned their necks, inflated their chests and vociferously joked and patted each other on the back. Some even went to the extent of coughing aloud or shuffling their feet to attract attention—the attention of perhaps, some dream-girl. But sad to say, the dream-girl was indifferent or for that matter, she did not exist at all. It was but a freak of their imagination, incited by their puffed-up pride and their avid desire to assert themselves. All that they received in return was the disapproval of their behaviour, silently but very decidedly morse-coded by the reproachful glances of elders. To add to this, in defiance of the repeated warnings from the station authorities, they always jumped on to the foot-boards of the train only when it was in motion.

An accepted member of this fraternity, who regularly indulged in this practice of flaunting his seemingly presentable personality and assumed mannerisms, was Gopal, a tall sharp-featured youth.

Gopal came from a rich and respectable family, whose male members were brilliant and eminent, having served in important capacities, both in Government and Railway Service. His father was an Assistant Surgeon serving at that time in a Railway Hospital, where he earned the regard and respect of the employees who came to him for treatment. But Gopal, being the only child for his parents, was spoilt by his mother, who always intervened when he was being chastised by his father. Gopal began to mix with bad company and thereby grew up to be as impudent and as daring as his upstart companions.

Of course, where studies were concerned, his associates were no match for the intelligent Gopal. He always ranked first in his class and it was said, that his intelligence was assessed to be something above the average of that of the entire class. It was his behaviour that worried his parents.

Every day complaints poured in. The boy was always in the habit of jumping aboard a moving train. No amount of admonition brought about a reformation. His father brooded over the matter, and finally realized that there was nothing to be done. The lad was past adolescent age and was old enough to understand things himself. Besides, Gopal was brilliant; perhaps, if left alone, he might realise the ultimate results of his wrong doings. Repressive action always brought on

an equal measure of violent and undesirable reaction. Therefore, if he was treated as if he could exercise his judgement correctly and could look after himself, he might rise to the occasion and respond with an equal amount of hearty co-operation. After all, there were a few years more, at the end of which, after attaining the B. Com. degree, he would seek employment and have less to do with these, his friends. Reasoning in this strain, his father decided to leave him alone.

But Gopal became worse. Failing to realize the anxiety and trouble he caused his parents, he indulged in smoking and later developed an eye for ladies. With his friends he followed them out of the station premises, passing insinuating and smutty remarks about them. The only reaction that they observed on the part of the ladies was their chameleon-like quality of blushing. It tickled them a great deal and encouraged them.

Later, Gopal found himself keenly aware of a particular young lady. The most vivacious of her clan, she always enjoyed the indirectly proffered jokes and cutting remarks with friendly smiles and lusty giggles. What made matters worse was the fact that she detected and very correctly interpreted the undue attention Gopal paid to her, and goaded him on occasionally with indirect encouragements.

Gopal always waited for her if she were late and faithfully followed her even up to the Ladies' Compartment, where he stood gazing sheepishly, only to stealthily feast his eyes at unguarded moments.

\* \* \*

One day, Gopal stood before the compartment feigning interest in something beyond, but flashing occasional glances at the girl, who seemed engrossed in a book. On finding that she was pre-occupied he allowed his glance to remain constant on her provocatively pointed face. Everything about her seemed to be pointed, even her chin,

thought Gopal, and ruminating in this manner, he gradually allowed himself to be wafted away into a region of thought and contemplation—contemplation of, perhaps the happy moments he might spend with her if they were married. With vacant gaze intently fixed on her countenance, he plunged into deep thought, completely lost to the world around him.

He came to himself with a jolt, as a friend brushed past him in an attempt to board the moving train. Gopal looked frantically about and realized that the train had already gathered speed. Though he was somewhere at the top of the platform, there were only two more compartments left into which he could jump. As the door of first compartment drew near, he braced himself for the feat. Breaking into a trot, Gopal's hands shot out towards the pair of vertical iron rails, on either side of the compartment door, and gripped them firmly. Still running alongside the train he jerked himself upwards in order to transfer himself on to the foot-board of the train. But unfortunately, he missed his foothold and within a moment vanished mysteriously between the train and the edge of the platform.

Immediately there followed a commotion. Passengers who observed him falling shouted to the receding station authorities to stop the train. The Station Master frantically waved the danger signal to the driver, who was at that time looking away. The Guard, containing himself after a glance at the ghastly sight behind, applied his vacuum break and brought the train reluctantly to a halt. The people deserted the train and began to gather around the mutilated form of Gopal.

Gopal lay in a stupor—perhaps not fully awake as to what had happened—with his left leg mercilessly severed from his body, just below the knee. His books, some of which were still whole, were lying scattered about. Except for his doleful eyes, that he

mechanically rotated, scanning the gathering, Gopal lay still and helpless.

A stretcher was promptly brought and after much hesitation and careful handling, Gopal, with his dismembered limb, was very gently carried on to it. The little possible first-aid was rendered to arrest the flow of blood; thereafter he was borne away to the delayed train, by which he was despatched to the hospital in the precincts of the next station.

\* \* \* \*

Gopal soon recovered but was discharged from the hospital not before he was fitted up with an artificial leg. The cost of this, his walking aid, together with the cost of his treatment and stay at the hospital was a great strain on his father. But the father did not mind it, for his son after all was safe and alive. What was more encouraging was the fact that Gopal became quite a changed lad. Gopal repented for all his misdoings. He no longer moved in the company of his old friends, who, however, took no example from his mishap. Though Gopal on many occasions requested and even pleaded with them to refrain from the dangerous practice of jumping aboard

a moving train and travelling on foot-boards, his friends paid no heed to him. Instead they scoffed and railed at him and called him a 'nondi.'

The Examinations came and Gopal attained his degree with a first class pass, while the majority of his acrobatic friends failed miserably. Some were even debarred from appearing for further University Examinations. However, Gopal was not able to enter Government or Railway service owing to his physical defect.

A regular passenger, who was a silent spectator of all that had occurred observed the entire change that had come over Gopal. He also heard of his brilliant achievement in the recent examination. Realizing that the lad was really clever and that his chances of obtaining a post elsewhere were very remote, he offered to take Gopal into his own concern. Gopal accepted and in the course of a couple of years proved his worth to his employer. He now stands next in line to inherit the firm. He travels by car but still pleads with college students and others not to indulge in such practices as jumping into running trains and travelling on foot-boards.

#### AWARDS TO RAILWAY SERVANTS FOR SUGGESTIONS AND INVENTIONS IN REGARD TO RAILWAY WORK

The attention of staff is invited to the functioning of a Standing Screening Committee (Inventions and Suggestions) at the Headquarters for examining all suggestions and inventions received from railway staff as well as members of the public.

Any member of the staff desiring to submit his suggestion or invention should send it to the Secretary, Standing Screening Committee, General Manager's Office, Madras.

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# OBSESSION MINE

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T. N. KURIAKOSE

Senior Accounts Officer

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**F**OR well nigh two years now, it has been gripping me, this obsession of mine. It haunts me during the day, it envelops me at night, perhaps it will be with me till my final goodbye.

My obsession is a feeling of guilt, guilt that I failed my father at the hour of his greatest need, when he was in a life-and-death struggle. Not that my doing anything more than what I actually did would have made any great difference, for he was in the grip of old age and chronic illness, and it was clear to us that he did not have many more days to go. And yet I failed him. The feeling that I, his first-born son, failed him when he needed me most, has haunted me relentlessly, ever since that fateful day when he left his mortal body.

He was more than a father to me. All that I am, all that I have, all the good that is in me, however small it be, I owe to him. From the time that I can remember, he was my guiding spirit, my inspiration and my biggest moral fear. Yet strange to say, he was more dependent on me than I was on him. Not in the sense of any financial dependence—no, he earned his bread and kept his family in reasonable comfort till the very end; there was no time or stage when he had to depend on me for anything that money could buy. His dependence on me was more that of a simple child, leaning on his father: my father was the simple child, and I the father. A strange paradox! In all the crisis that he faced, be it of any magnitude, his one strength was my presence near him, his one consolation was my nearness, and with a child-like trust, he leaned on me to help him through his darkest hours.

Be they complicated problems caused by others' envy or poignant public ridicule, whenever he championed unpopular causes, always—always, he would lean on me, making no bid to hide his simple reliance on me. And yet at the hour of his greatest need when he wanted me most, when his life was hanging by a very narrow delicate thread, when he was hovering precariously between life and death, I failed him—failed him most miserably.

I reached him from my distant work station long after he took to bed from which he never arose. From the day of my arrival, till the day I left—not many days after—he was a different man. His ebbing spirits revived, he was talking animatedly, he was happy beyond measure. He would not let me get away from his presence: he would say, "My son, don't go away from me."

The day of my departure arrived. I had to leave the place one early morning. The previous evening I mustered courage to break to him the news of my impending departure. I felt miserable; I was crying like a child. It was not so much the pain of taking leave of a dying father, perhaps never to see again; it was the heart-breaking experience of leaving forlorn a simple, helpless child, about to enter alone the dark chambers of the Great Beyond. I told him gently that I was leaving the next morning and that I would come back to him soon, very soon. He did not show any emotion. After several minutes of silence, which seemed like long hours, his feeble voice asked me a question that has haunted me ever since: "My son, must you go tomorrow. Couldn't you stay for two

*(Continued on page 95)*



# Children's CORNER



## Hello Children !

**H**AVENT you ever felt that sometimes your dog wanted to talk to you, perhaps to tell you how much he likes you, or tell someone else who doesn't like animals, just what he thinks of him. If animals could talk to men, perhaps we would be very surprised to know what they think of us. Well, the other day I came across a story in which animals and birds and trees and men could talk to each other, and in our Corner this month I shall tell you this story in my own words. It is a very old story, handed down through the ages, and I don't know who first narrated it. But that does not matter ; here is the story.

### The Man, The Tiger and The Six Judges

Once upon a time a man,—we will call him Behari—was walking along the road, when he suddenly came upon a large iron cage. Inside this cage was quite a big and ferocious tiger, which had been caught by some villagers and kept in the cage as a prisoner.

As Behari passed the cage, a pleading voice called out, "Please, brother man, have pity on me and open this cage for only one minute as I'm feeling thirsty and must have a drink of water."

Behari was startled at the voice and found that it was coming from the tiger in the cage, and he was quite frightened. In reply he said, "Sorry, brother Tiger. If I let you out you'll jump on me and finish me off."

The Tiger cried out more. "Please, brother man, I promise I won't eat you. On my tiger's honour, I won't. I just want to drink some water."

Behari felt sorry for the Tiger, so he opened the door of the cage. The Tiger bounded out and with a roar said, "Now, brother man, I'm going to eat you, Grrrrr."

Behari thought his end had come but somehow he plucked up enough courage to say, "Now look here, Brother Tiger, you can't break your promise made on your Tiger's honour ; but if you really want to eat me, before you do so, let us go before six judges and tell them what happened. If they say you must eat me, then you can go right ahead and finish me off."

The Tiger scratched his head. "That's quite fair, Brother Man, so let's find the first judge.

Behari and the Tiger walked on down the road together till they came under the shade of a great, big Banyan tree. Behari said to the Banyan Tree, "O Banyan Tree, I let Brother Tiger out of his cage because he was so thirsty and he promised not

to kill and eat me. But as soon as he was out he wanted to pounce on me. Do you think that it is fair he should eat me?"

The Banyan Tree answered. "You men when you are tired and weary and hot come and take shelter in the cool shade under my branches, but when you are refreshed after your rest, you cut and break off my pretty branches and leaves and scatter these all around me. The tiger should eat you, O man, for men are an ungrateful lot."

The Tiger grinned. One up for him. But there were five more judges to go.

They walked on and after a while they came across a Camel resting by the wayside.

Behari now told his story to the Camel and said, "O Camel, do you think it is fair that Brother Tiger should eat me?"

The Camel replied; "When I was young and strong and could do a lot of work, my master, a man, took such good care of me, and gave me plenty to eat and drink and a nice place to rest. But now that I'm old and weak and weary, he overloads me, whips me, curses me and doesn't even give me enough to eat. No, I have no love for man, so Brother, get your teeth into him and eat him quick."

Once again Brother Tiger grinned and licked his lips. He had won two rounds.

Behari and the Tiger continued their journey and they next met a big, black bullock with long horns. Behari now told the Bullock the story of how he let Brother Tiger out of his prison, and asked him whether it was right that the Tiger should make a meal of him.

The Bullock now spoke. "When I was young and healthy and strong, my master worked me hard, but he was kind to me, and gave me plenty to eat and took good care of me. Now I'm old and sick I cannot work hard for him, so he walloped me with a thick

stick and drove me out here on the roadside to die. O Brother Tiger, men have no pity, so don't have pity on this man and eat him as soon as you want."

Behari was now feeling afraid. Three had given judgment against him. But there were still three to go.

The next judge was an eagle, who was perched on a tree that Behari and the Tiger passed under. Behari looked up and told the eagle his story and asked for his judgment. The Eagle said: "Whenever, you men see me they want to shoot me, they climb up the hillside, find my nest and want to steal my little ones. Let the Tiger eat the man, for Man is cruel and hardhearted."

Judge Number four was also on the side of Brother Tiger. Things were really going nicely for him. "Grrrrr, rrrr," A nice roar for Behari to quake and shake with fear.

On and on they went along the road until it dipped towards the river bank. They sat down here to cool off. After a while the black snout of a large Alligator pushed out of the water. Behari now spoke to the Alligator and told him what he had done for the Tiger and whether it was fair that he should be eaten for his good deed.

The Alligator replied, "Whenever I put my nose out of the water men torment me and want to kill me. Go ahead, Brother Tiger, and eat this man, for as long as men are alive we shall have no peace."

Behari didn't know what to say. He found his teeth chattering with fear. Five judges had said that the Tiger must eat him. What about the sixth? Was there any hope from him?

After leaving the Alligator they went on their way until they met Brother Jackal. Behari soon told him the story of how he had let the Tiger out of the cage and said, "Now Brother Jackal, do you think it is right that Brother Tiger should eat me for my good deed?"



Brother Jackal's cunning little eyes gleamed. He said, "I'm sorry I cannot give my judgment until I see what actually happened, so let us go back to the iron cage." Behari, the Tiger and the Jackal now went back along the road until they came to the big iron cage.

Behari said, "Here is the cage." The Jackal replied, "Yes, yes, I know. But how exactly did you let him out and where was Brother Tiger at the time?" Brother Tiger was so eager to show exactly what had happened, thinking that it wouldn't be very long before he would have a nice feed off Behari, that he jumped right into the cage and said, "Here you are. I was right in this spot in the cage when Brother Man let me out." The Tiger had hardly said this when Brother Jackal closed the door of the cage with a clang and shot home the bolt, and there was the Tiger back in the same spot and a prisoner once again. But before parting Brother Jackal gave him a good scolding, "Oh, you wicked and ungrateful Tiger. Brother Man did a kind thing for you and let you out of your cage to have a drink of water, and for this kindness you wanted to kill and eat him. Now you can stay in that cage until you starve and die of thirst, you scoundrel."

So saying Brother Jackal ran off one way and Behari, free from all fear, went his way with great joy. Never again would he trust a Tiger.

UNCLE TELLATALE.

## OBSESSION MINE

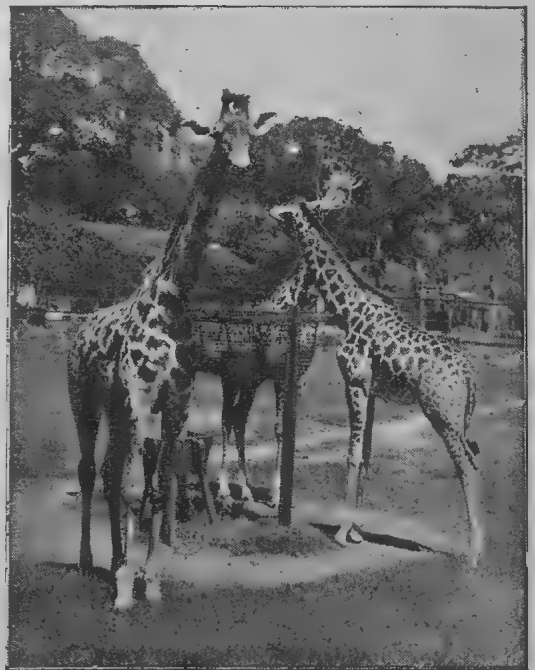
(Continued from page 92)

days more, just two days more?" I do not know what evil force blinded me; I said, I would go and come back very soon.

I took leave of him early next morning. He was wide awake when I went to his bed. He blessed me invoking the blessings of all the great saints. Tears were flowing down my cheeks. The whole family was there to witness the parting scene, of the father and the son. I knelt at the bed side. He asked me to kiss him. Perhaps he knew it was the kiss of parting, the final goodbye.

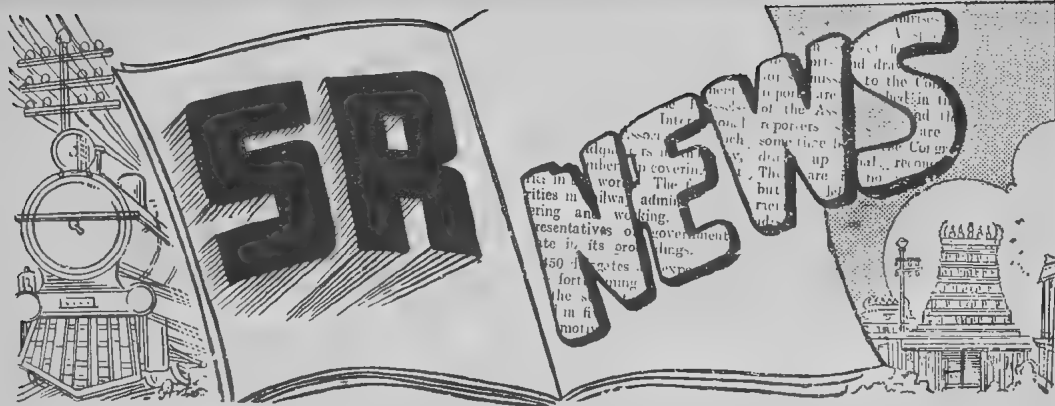
Two days later he died. Till the end he kept on asking: "has he come, has he come?"

"Iago, O! Iago, the pity of it, Iago!"



Newly-arrived giraffes in Mysore Zoo

Photo—Srikantiah



## NEW STATION FOR DEVAKOTTAI ROAD

Sri O. V. Alagesan, Union Deputy Minister for Railways declared open on January 9, the Devakottai Road Railway Station, which has been converted into a flag station at a cost of Rs. 60,000. The function was attended, among others, by Messrs. T. A. Joseph, General Manager, M. O. S. Iyengar, Regional Engineer, K. Bashir Ahmed, Regional Traffic Superintendent and J. S. D. David, District Traffic Superintendent, Southern Railway, Raja M. A. Muthiah Chettiar, Dr. RM. Alagappa Chettiar and others.

The Minister, on arrival, was received by Sri AL. AR. Somanathan Chettiar, President Devakottai Circle Railway Passengers' Association, who presented an address of welcome.

Sri Joseph requesting the Minister to declare open the station, stated that no loop line was possible at present, and the further stages of development depended upon the traffic.

The Minister, in his address, said that the railways formed the greatest Government investment, and hence they were public property. If individual members of the public understood this fact, and realised their responsibility, Government's hands would be strengthened. One of the many ways of co-operation was to keep the railway premises clean and tidy. Though the stations in the South were better kept hygienically than those in

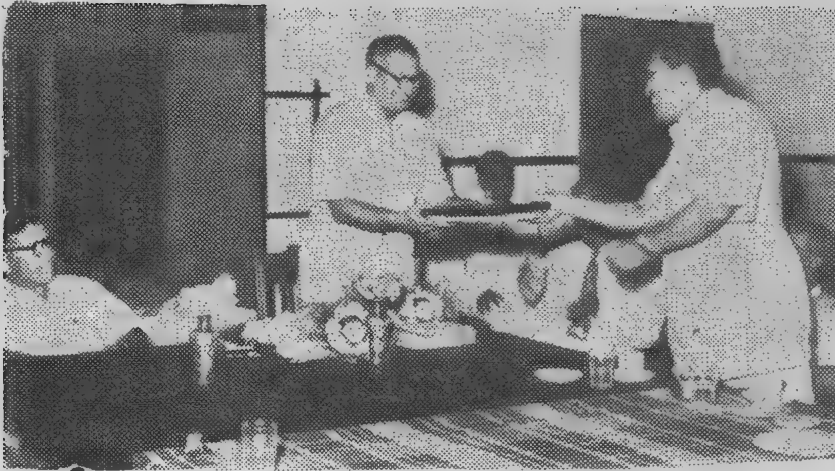
the North, there were still many people who often failed to observe the elementary codes of conduct, such as spitting only in a specified place. It should be the duty of the public to treat Government property better than their own and safeguard it from being tampered with or pilfered. If such an attitude was cultivated, he said he was sure that all the public utility concerns run by Government would thrive well.

Referring to the demand for the formation of the Devakottai-Ramnad line, the Minister said the people had a flair for such demands without understanding the implications. Under the Five-Year Plan, the target of mileage of railways to be laid was only 3,000 for the whole of India.

## RETIREMENT OF CHIEF DRAFTSMAN

On the eve of the retirement from service of Shri P. Aiyah Aiyengar, Chief Draftsman of the Railway Regional Engineer's Office, a pleasant farewell party was got up in his honour last evening at the Railway Institute premises, Rayapuram, Shri M. O. Chacko presiding. All the staff of the Regional Engineer's Office participated in the function.

Shri M. O. Chacko expressed his great appreciation of the sincere and capable way Shri Aiyengar conducted himself and rightly earned the affection of all by his gentle and unassuming ways. He exhorted others to follow the example set by him.



*Sri Aiyah Iyengar receiving a farewell memento*

Courtesy : ' Swadesamitran Weekly '

Shri D. B. Patel, Regional Traffic Superintendent, spoke about the co-operation and very helpful assistance he received from Shri Aiyengar, in the discharge of his duties.

Shri C. Srinivasa Rao, Personal Assistant to the Regional Engineer, and Shri D. Subba Rao, Assistant Engineer, and others spoke eulogising his qualities.

Shri Aiyengar replied suitably and expressed his great sorrow to part with officers and men, whom he had the privilege to serve.

### **NEW RADIO FOR GOOTY RAILWAY INSTITUTE**

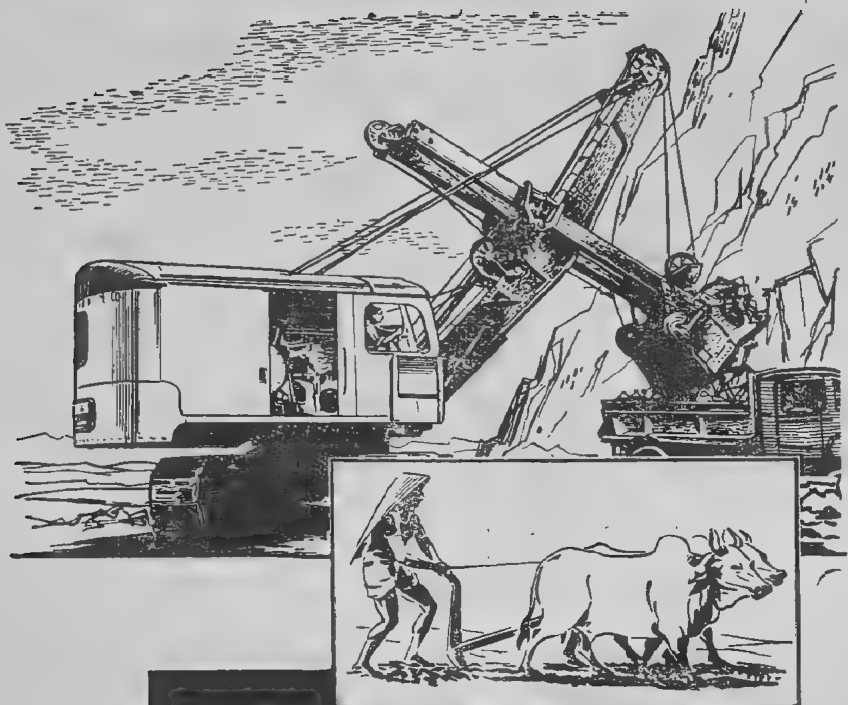
A powerful, 9 valve, 9 band Bush Radio Set with a couple of 10" speakers, supplied by Messrs. Modern Trading Co., Madras, was installed in the Railway Institute, Gooty.

At a formal function on Christmas Day, with a large number of members, their families and children colourfully dressed in the Xmas Eve garments present, the Radio was switched on by Shri M. N. Singlachar, Chairman and District Engineer, Gooty.

### **RETIREMENT OF SENIOR STATISTICAL INSPECTOR**

The staff of the Statistical Branch had an enjoyable function on the evening of the 17th January, 1955, to bid farewell to their Senior Statistical Inspector Sri C. S. Krishnaswami who was retiring after 36 years of service over the ex.-M.S.M. and the integrated Southern Railway. A number of people spoke expressing gratitude for all the kindness and assistance given by the retiring Chief Inspector. The Statistical Officer Sri M. K. Krishnamachari, who presided, associated himself with the sentiments of the staff.

Sri Krishnaswami entered service as a clerk on a monthly salary of Rs. 15 in the old Perambur Loco Office of the ex.-M.S.M. Railway. He rose by successive steps by dint of loyal, diligent and efficient work to the position of Senior Statistical Inspector, which is the second highest post in the combined Madras and Trichy Statistical Offices. A silver salver was also presented to him on the occasion by the Statistical staff at Madras as a token of their appreciation. The chief guest replied thanking them all for the affection shown to him and help given him during his period of long service and at the time of his retirement.



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## REPUBLIC DAY CELEBRATIONS AT PERAMBUR

The Railway Colony Welfare Committee, Perambur, celebrated the Sixth Republic Day on 26th January 1955, at the premises of the Railway Colony Higher Elementary School. Shri R. Nagarajan, Personnel Officer, General Manager's Office, presided.

The entire strength of the school, made up of an almost equal number of boys and girls and the teaching staff were present. Colony residents, including a large number of mothers of the children, also attended.

The function commenced at 8-30 a.m. with prayer by children. The National Flag was then hoisted by Shri Nagarajan.

Shri S. Seshadri, Assistant Personnel Officer and Manager of the School spoke a few words tracing the history of the School from its inception in 1934. He said that the first Welfare Committee which managed the Colony School consisted of Major W. S. E. Money, Personnel Officer, General Manager's Office, the District Engineer, Rayapuram, a senior Mechanical Engineer, a senior Stores Officer, the Resident Medical Officer, Perambur and five other residents of the Colony. After the school had stabilised itself, the management was entrusted to a Welfare Committee consisting of elected residents of the Colony with a Chairman nominated by the General Manager. Sri Seshadri expressed his thanks to the Administration for having given him an opportunity to serve the cause of the Colony children.

The President then distributed prizes to the winners of the intelligence competition held at the School on the previous day by the Welfare Committee.

There was a very interesting programme of variety entertainments by the School children. The items included Music, Kolattam, Flag Dance, Abhinayam etc. The item in which

much enthusiasm was shown was the delineation of a girl as Bharat Matha and a few other girls dressed in the garbs of women of the various provinces of India and other neighbouring countries. The action consisted in the provinces offering their allegiance to Bharat Matha and other countries extending their hands of friendship to India.

On conclusion of the entertainments, Shri Nagarajan addressed the gathering. He expressed his pleasure at seeing such a large number of students in a very cheerful mood. He paid a tribute to the Colony Welfare Committee and particularly to Shri Seshadri for the efficient conduct of the School and its successful results in the E.S.L.C. Public Examination. He stated that the programme of entertainments was very interesting and that the excellence of their performance reflected great credit on the teaching staff who had trained the children. Credit was also due to the teachers and management for the results achieved by the pupils in the Public Examination. He wished the School all prosperity and expressed his thanks to the Colony Welfare Committee for having given him an opportunity to have direct contact with the children.

The Honorary Secretary proposed a vote of thanks to the President as well as to Shri R. T. Aiyengar and other Officers who graced the function with their presence. Sweets were then distributed to the children.

In the evening at 3-30 p.m., there was a Kalakshepam at the premises of the School on "Gandhi Mahan Charithram" by Shri K. V. Ramana-than, a disciple of Sri Kothamangalam Subbu.

## REPUBLIC DAY CELEBRATIONS AT TIRUVELANGADU

The staff of Tiruvelangadu Railway Station celebrated the Republic Day in a grand manner. The Station



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## QUILL-DRIVERS ALL !

**P. Sreenivasa Rao**  
**D. T. S's Office**  
**Bezwada**

I continue my forays  
Into the field of verse  
Now choosing to present a cameo  
Of a mangled version of Romeo !

Yes, Sir, he is the rail clerk  
Who never rises with the lark  
But greets the dawn  
With a broad yawn.

Why blame him for that  
When his train of thought  
Trails trains ever by night,  
Leaving him oft, of rest bereft ?

He 'fills up' the cup that cheers  
And 'feels the difference'—sure  
But the price of tea tends to soar  
And white sugar becomes scarce.

On the pay day, the clerk's D-day,  
Creditors cause him great dismay  
Their demands remain half-met  
By his budget, ever deficit !

Disease and want  
His home do haunt  
Work to him is the refuge  
To save him from worries that besiege  
Yet his ideals he never discards  
Life is not a house of cards !

"Tomorrow is mine",  
He says not in vain  
His faith in future is unshaken  
He is certain, it will brighten.



premises and platforms were decorated with flags and festoons. The National Flag was hoisted on the over-bridge and beautiful pictures of Mahatma Gandhi and Jawaharlal Nehru were unveiled.

The National anthem was sung by children of the Railway Colony. Sweets were distributed to all the children.

### REPUBLIC DAY AT SALEM JUNCTION

The Fifth Republic Day anniversary was celebrated in a fitting manner at Salem Junction.

The National Flag was hoisted by Sri M. U. Hattikudur, District Engineer, Salem Junction. He took salute at the march past by the Railway Security Force.

In the afternoon, sports were conducted and many children took part. Prizes were distributed by Sri Hattikudur. Sri S. K. Seshadri, Divisional Accountant, proposed a vote of thanks. The celebrations came to a close after singing of the National Anthem by Miss R. Janaki and her sister.

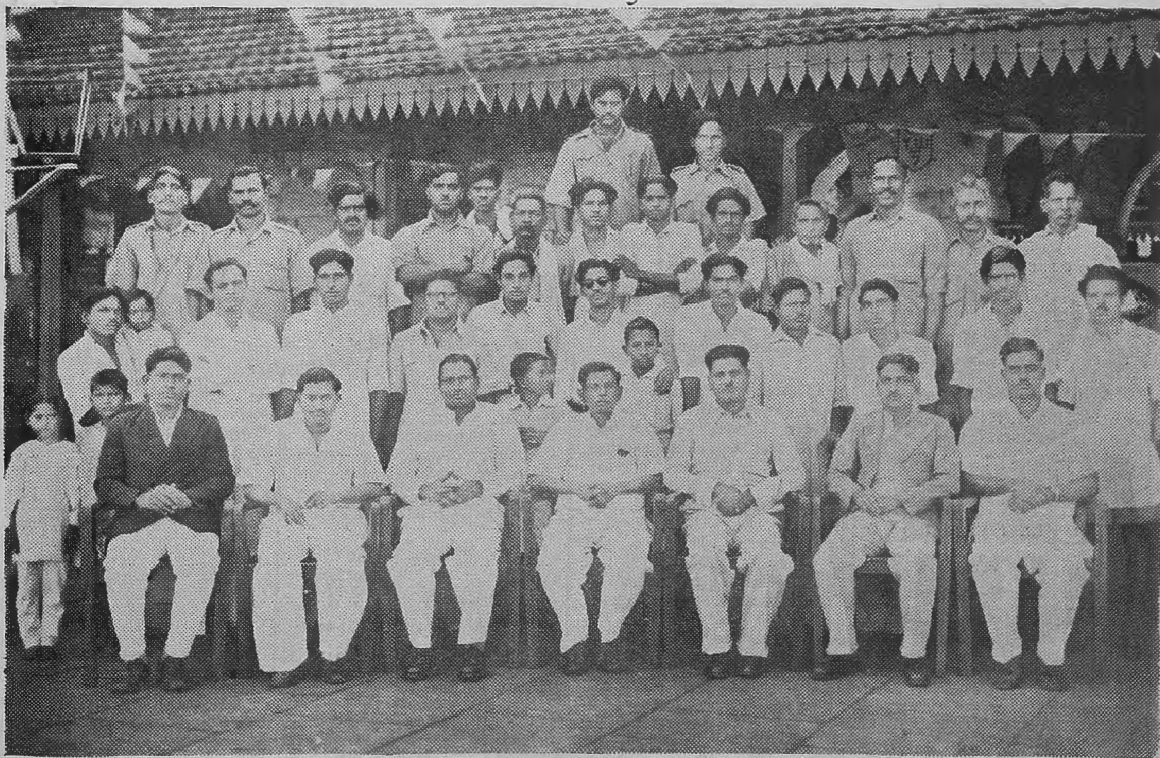
### REPUBLIC DAY AT GHORPURI

The Republic Day was celebrated by the Railway Institute, Ghorpuri, with great eclat.

Sri A. K. Madhavan, Assistant Engineer, Poona, and the Chairman of the Institute hoisted the National Flag and this was followed by the National Anthem and distribution of sweets. The function concluded after prize distribution to the winners and runners up of all events by Mrs. M. Fonceca in the midst of a cheerful congregation of two thousand employees and their families.

*Tuni station staff celebrated Republic Day on 26th January*

*Courtesy : ' Andhra Patrika '*



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| Inter       | " 145   | " 12   | " 0   |
| III Class   | " 82    | " 4    | " 0   |

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## TOUR No. 2

0000 0000



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**STATIONS COVERED:**  
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Banaras, Allahabad, Jubbulpore.  
Itarsi, Bhopal, Ujjain, Chitorgarh,  
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